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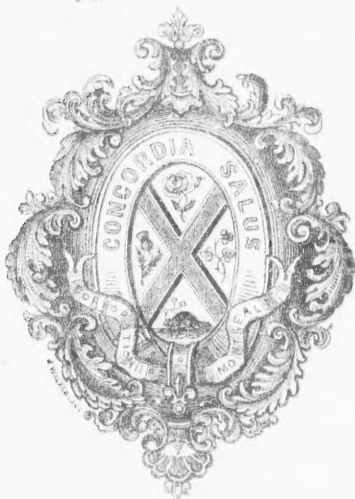
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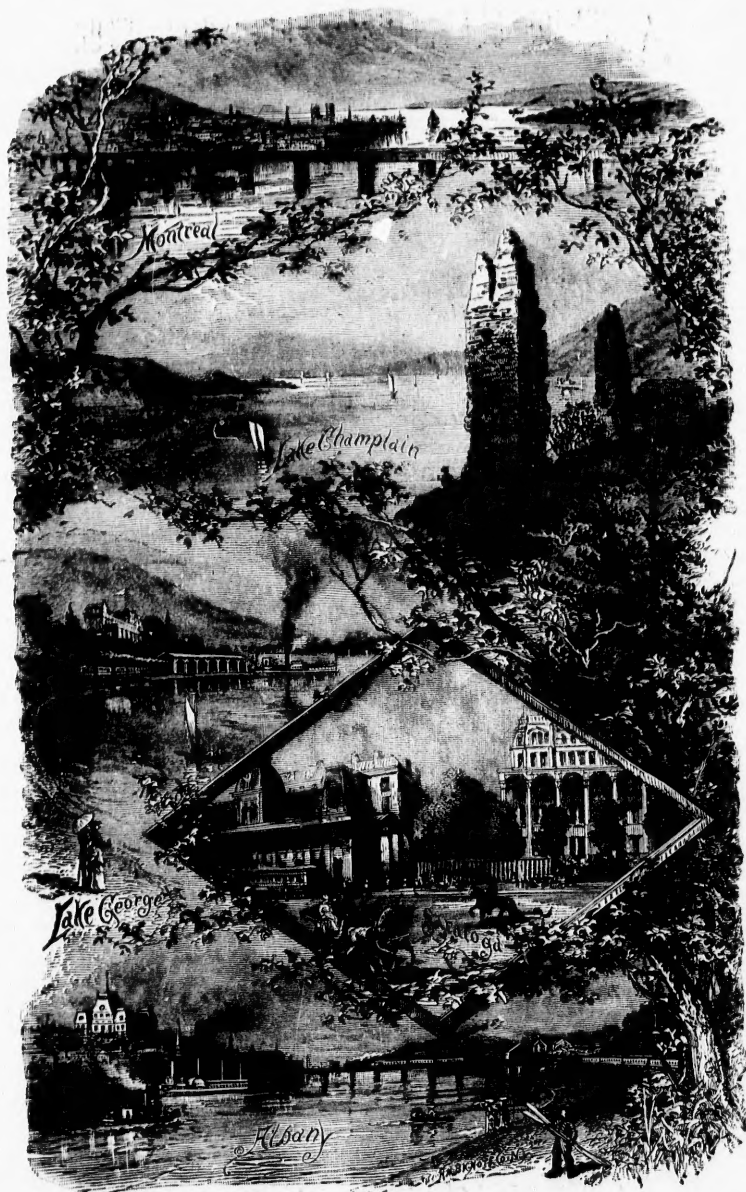
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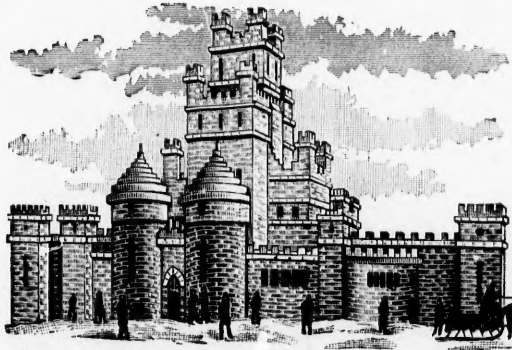
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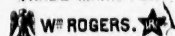


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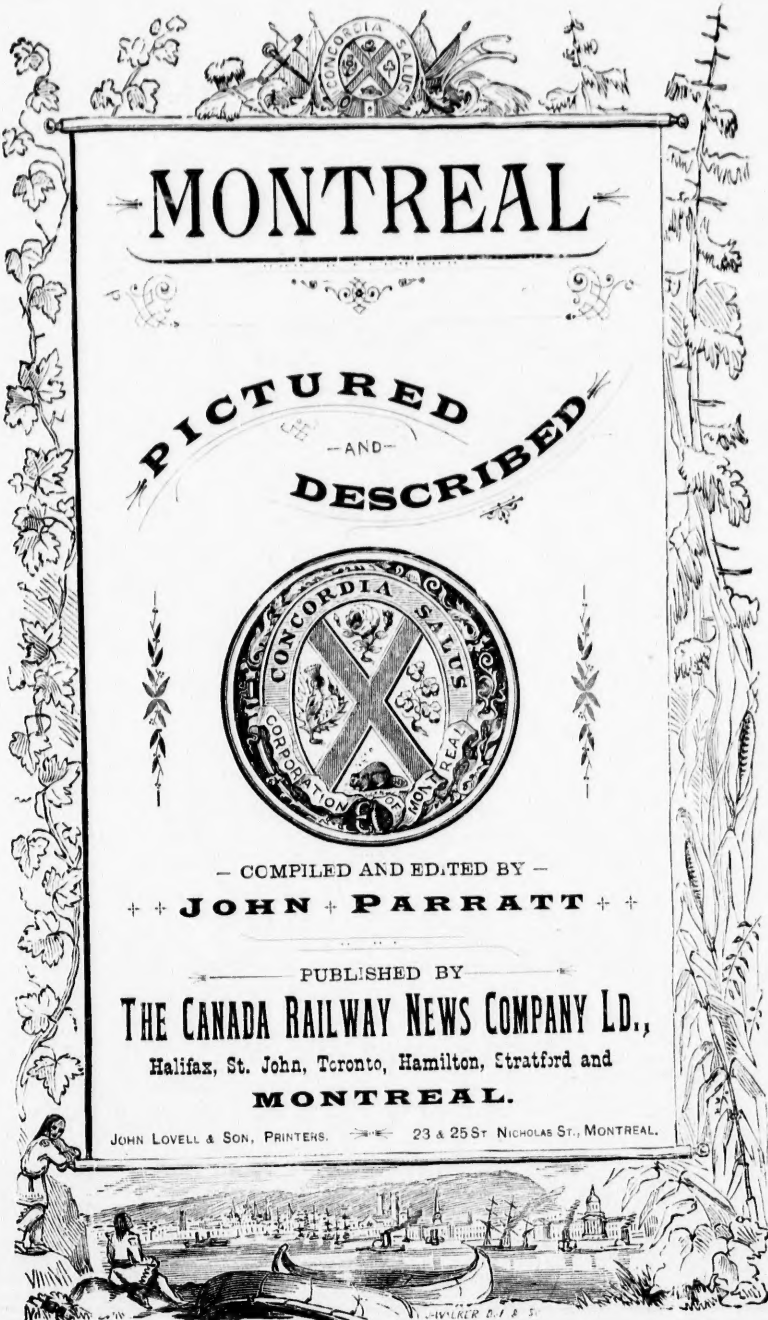
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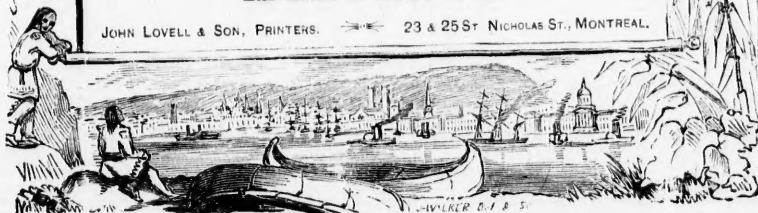
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PREFACE.

Our News Agents on the Trains and Steamboats, and at our Book Stands in the Railway Depots, are being constantly asked by Passengers for a Guide to Montreal, with a reliable Map of the City, and in issuing the present Guide,

“Montreal Pictured and Described,”

we have endeavored to fulfil the wishes of our numerous Patrons.

Montreal is, however, making such great strides, and enlarging her borders into her beautiful suburbs with such quick and widening circles, that we feel, whilst even a large and bulky volume might fail to fully represent its importance and attraction as a Port and City, our own little Picture Book will convey to strangers and visitors a very inadequate idea of the commercial rank, high social status, and the countless interesting attractions of our highly favored and beautiful City.

We will, however, be greatly gratified if our Book secures some notice from an indulgent Public, and that its pages may lead to the desire to see and learn more of our fair Metropolis.

Influenced and aided by such encouragements, we will trust each year to make our Guide Book more attractive and useful to those who would wish to know more and more of Montreal, and how best to see her many beauties of City and Country

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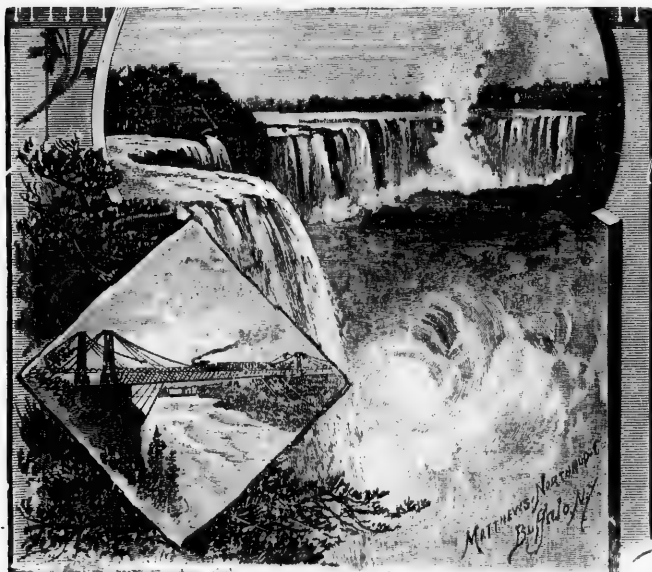
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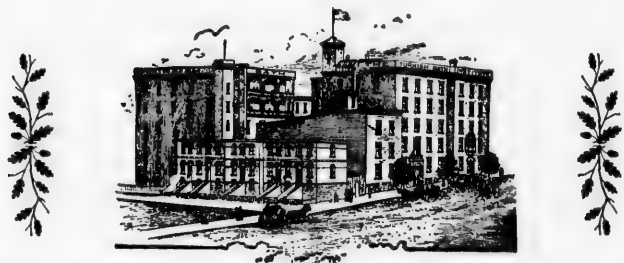
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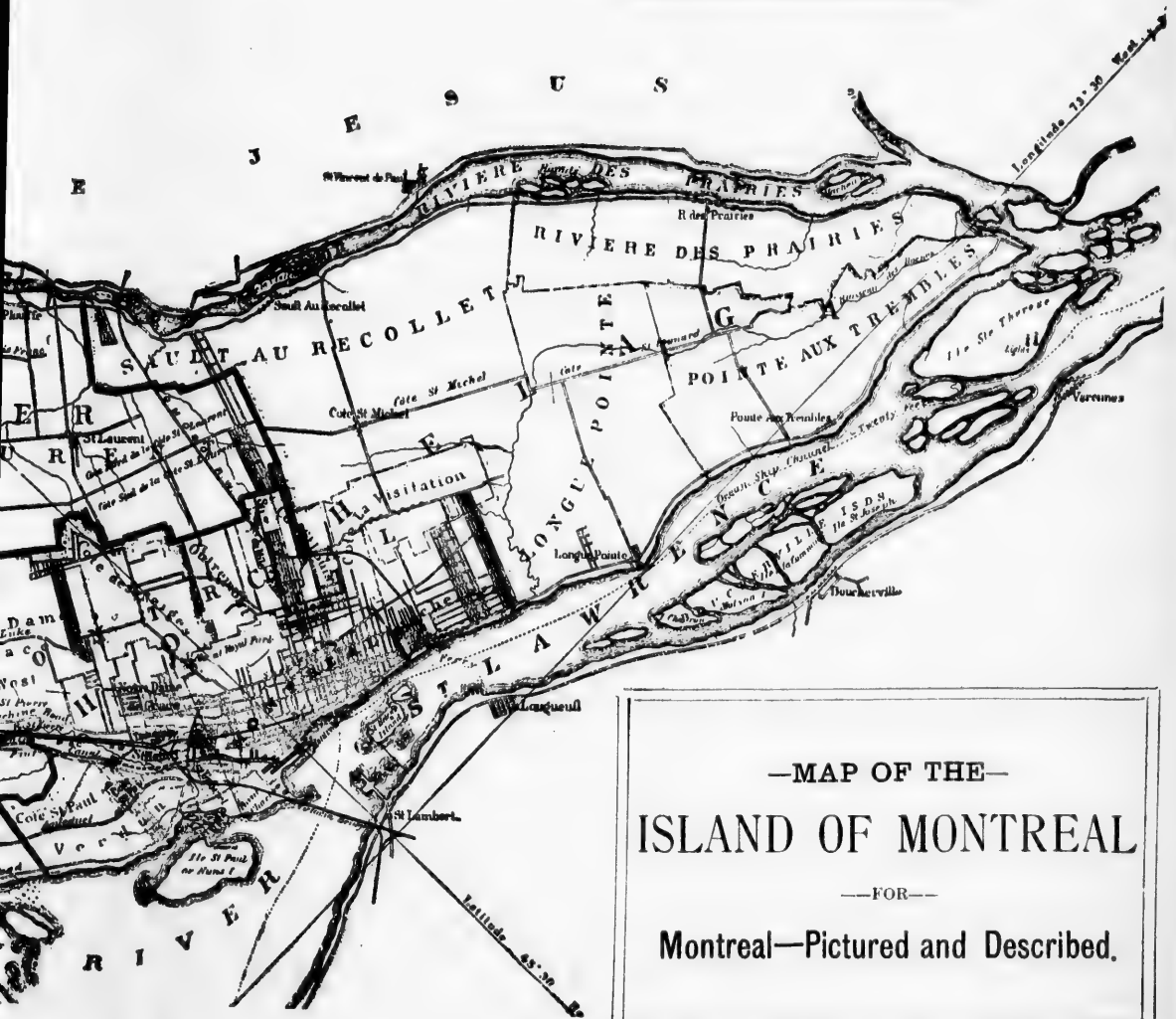
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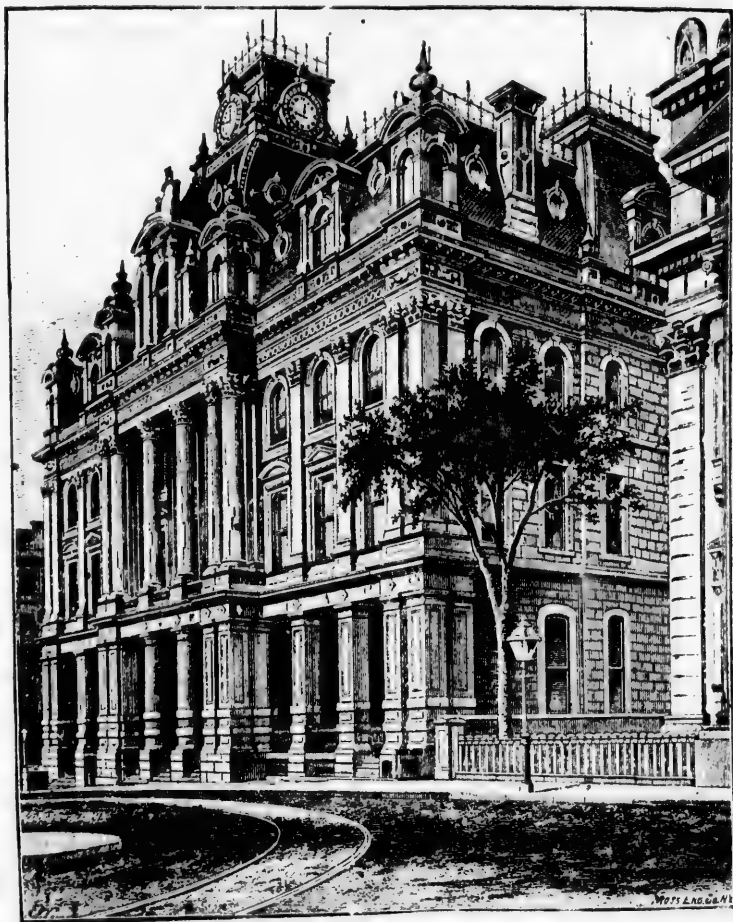




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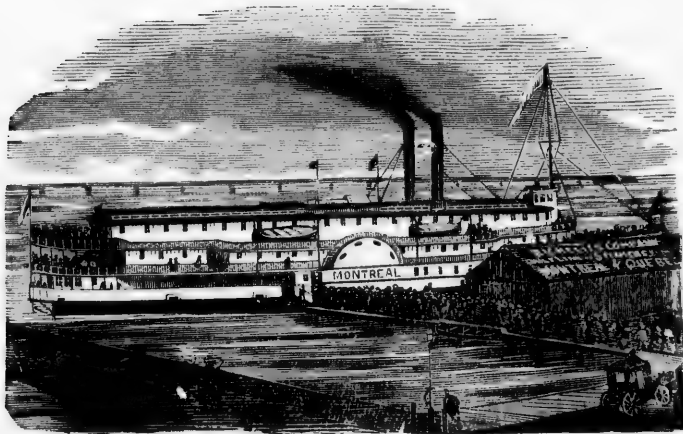
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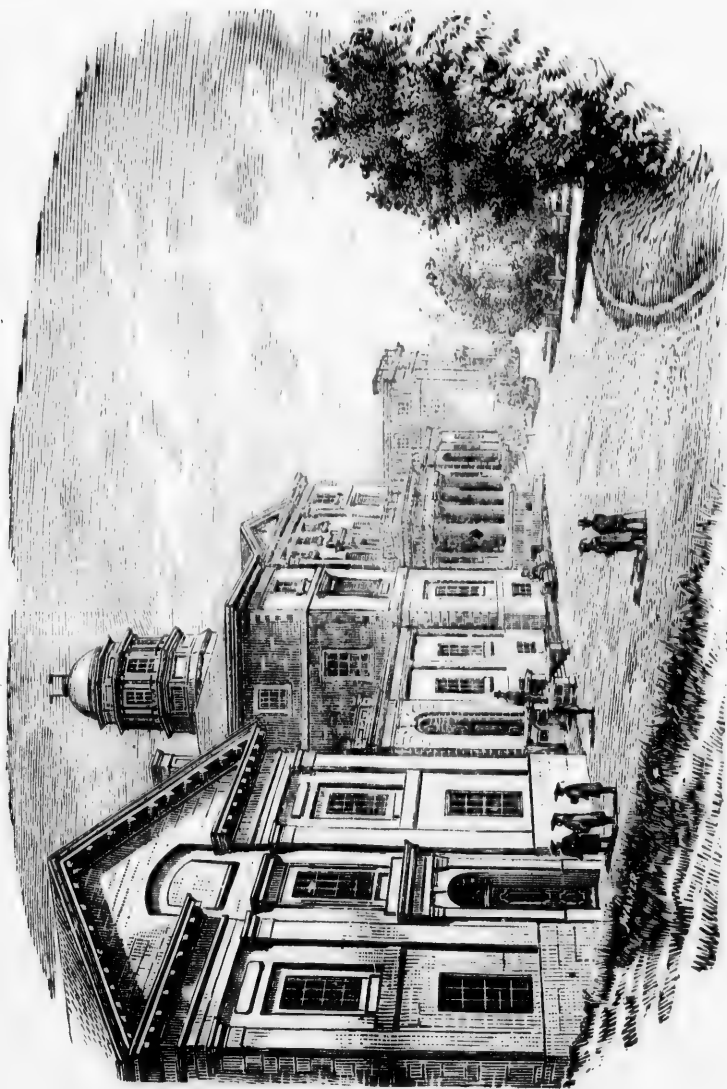
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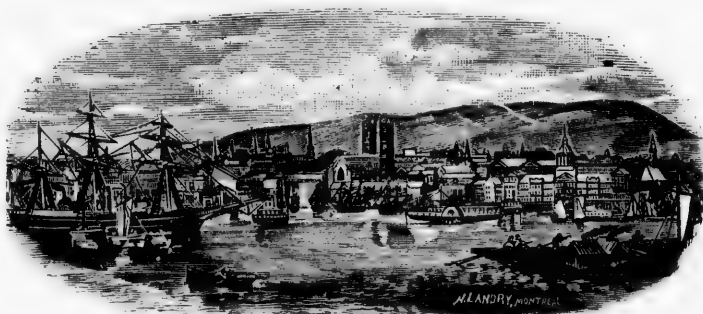
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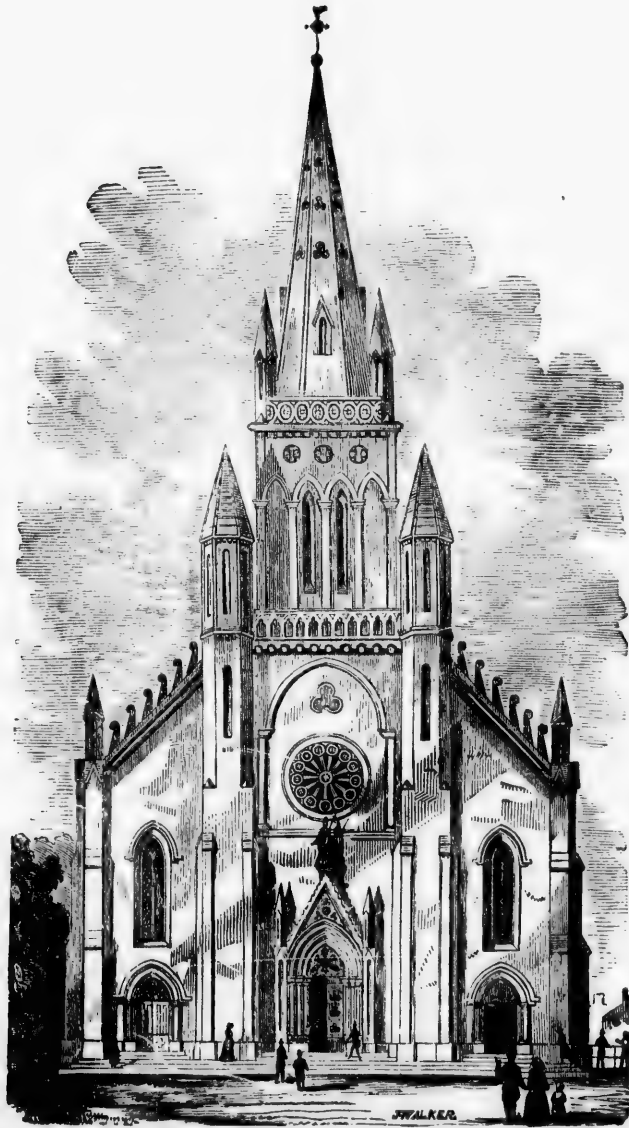
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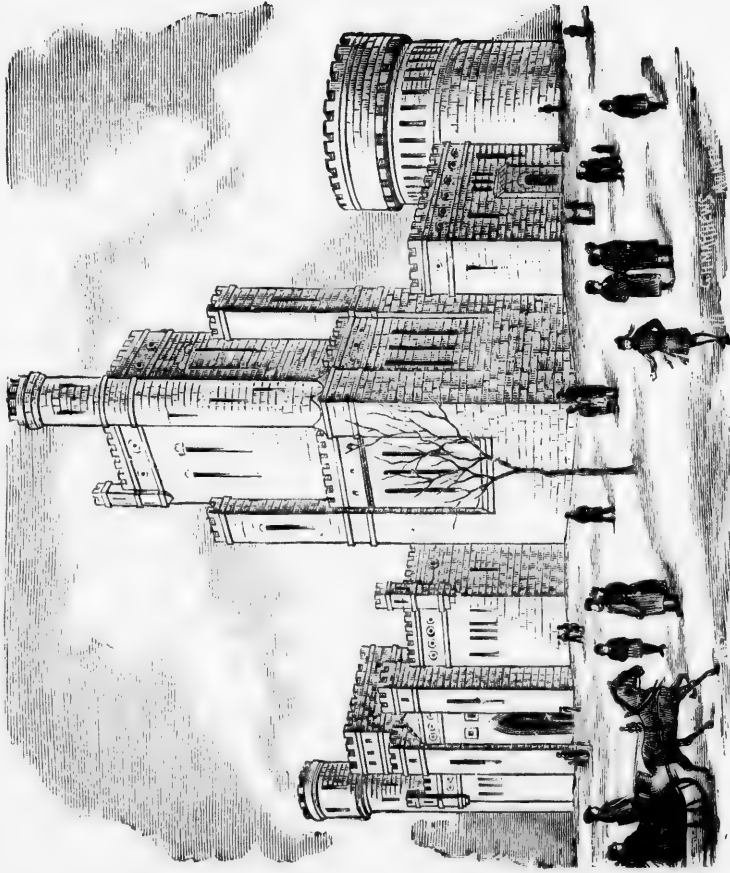
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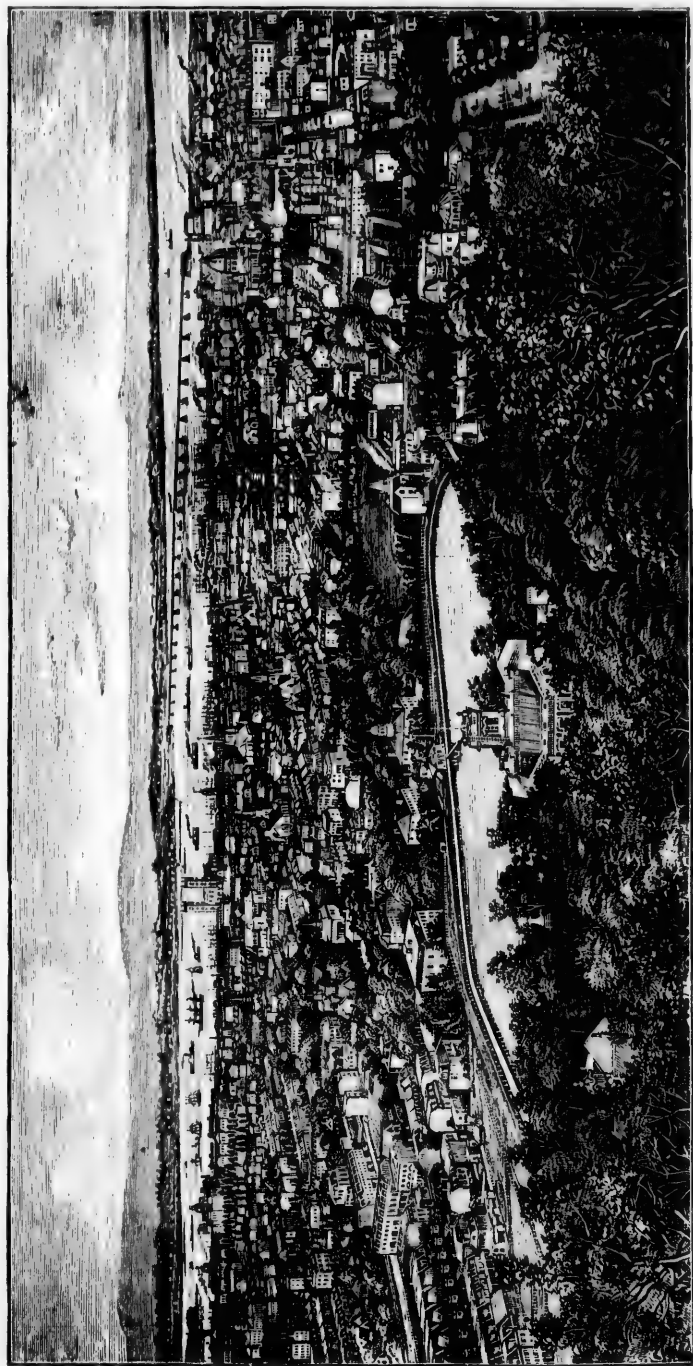
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25 cents a bottle.

Prepared only by JOSEPH E. H. QUIPP,
Dispensing and Analytical Chemist, 41 Windsor St.

Eric Mann,
Architect, Valuator, &c.

VALUATIONS OF

Real Estate. Damage from Fire Awards.

Drainage and Sanitary Details carefully managed.

General Management or Property Undertaken.

WADDELL BUILDING,
St. John Street.

MONTREAL.



JACQUES CARTIERS 1535.

PICTURED and DESCRIBED.

The Sun sinks in yon western sea of gold.
 Among the isle of amethyst fringed with fire,
 Against whose glory, clear, and cold,
 Stand roof and bridge and cathedral spire.

THERE is no more beautiful city in America than the commercial metropolis of Canada. The geographical features of the place at once suggests a city. The magnificent harbor is the inland terminus of all ocean going steamers ; and it is a dull day when there is less than a dozen steamers lying at her docks to be loaded or unloaded, as the case may be, during navigation, which opens generally about the 1st of May and closes about the 15th of November.

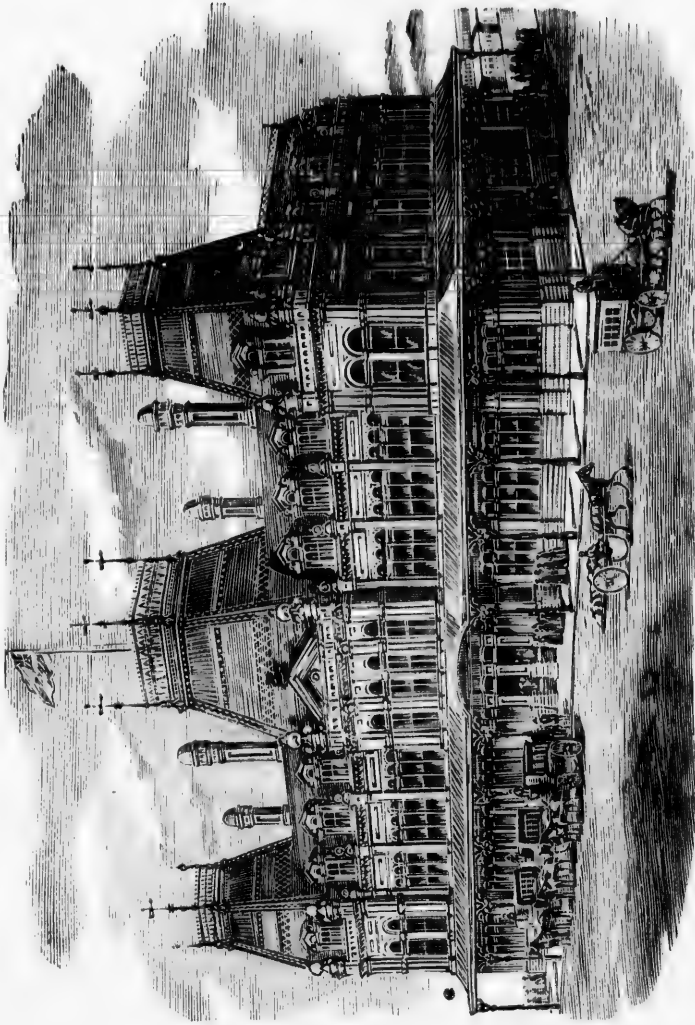


Lying between the River St. Lawrence and Mount Royal, rarely has it been the good fortune of any city to have so fine a background. The flat part, situated at the base by the river side, makes it easy for business ; while the sloping sides of the mountain contain the elegant and massive dwellings of the prosperous merchant and manufacturer.

Entering the city by the Canadian Pacific Railway, either to their new Windsor Station or after passing Mile End and approaching Hochelaga, you get a good idea of the city's manufacturing interests by the number of tall chimneys with their volumes of smoke extending heavenward. Here are situated most of the largest factories of the city. As we approach the business portion of the city we lose sight of the factories, and find ourselves surrounded with long lines of warehouses and fine stores, the great public and private buildings, church spires and towers, asserting their right to be higher than all other structures, and thus bid the busy world pause at times and look up.

The finest view of the city can be had from the mountain. The top is reached by a winding path—a most beautiful drive in winter or summer—and the view from the summit is nothing short of sublime. The city lies at the base, and the majestic St. Lawrence can be seen for miles. Just opposite the city the river is spanned by the great Victoria Bridge, one mile and three-quarters long, built by Stevenson & Brunel, and opened by the Prince of Wales in 1861. Further up the river, at Lachine, the Canadian Pacific Railway have built a new bridge across the St. Lawrence. Beyond the river is a vast stretch of land, absolutely flat, and bounded by ranges of hills, among which conspicuously rise the twin mountains of St. Hilaire the high land marks of the Iroquois Hotel.

Montreal abounds with striking contrasts. Here are thousands of French who cannot speak one word of English, and thousands of English who cannot speak a word of French. We have the same striking contrast in the appearance of the people on the streets. Here are unmistakable descendants of the ancient Iroquois Indian ; at a turn we come upon a company, who by their dress and talk take us back to the



"BONAVENTURE DEPOT," THE GRAND TRUNK RAILWAY'S NEW STATION, MONTREAL.



peasant classes of older France ; while crowding everywhere are ladies and gentlemen of the most approved modern type, dressed according to the fashions of London, Paris and New York. All the streets round the Bonsecours Market are crowded with carts filled with country produce, and the overflow finds its way into Jacques Cartier Square. The horses feeding peacefully as they would beside a country hostelry, primitive carts and harness, the *habitant* piously committing his horse or his basket to the care of God, while he slips into the old church to say a prayer, are not the pictures one expects to find in a great city of the restless New World. A little further west you are in a different latitude. Signs of commerce and modern taste and industrial life abound. St. James, St. Catherine and Notre Dame streets are the principal thoroughfares. Here are situated some of the finest buildings in the city, notably the City Hall, the Law Courts, the magnificent church of Notre Dame, the New York Life buildings, the Imperial Insurance buildings, the Bank of Montreal, the stately Post Office edifice, the Standard Life Offices, the new Temple buildings, the Mechanics Institute, the St. Lawrence Hall, the Hotel Balmoral, Henry Morgan's splendid new block, Christ Church Cathedral, the Queen's Hall, the beautiful new St. James' Methodist Church, the Art Gallery, Erskine and St. James the Apostle Churches.

The city abounds in beautiful squares. Here is a corner where we look into Victoria Square ; the crowded streets ; the magnificent cut stone shops, hotels and warehouses. Here stands a fine bronze statue of the Queen, by Marshal Wood, and a beautiful fountain which is very refreshing to look at in summer. Going north up Beaver Hall Hill we find ourselves in what is termed the West End, where we lose sight of all the French names that are so numerous in the down town part. In fact, this is the English part of the city. Here is St. Catherine street, and going west a little further brings us to Dominion Square, this is where the Ice Palace is built during Carnival season. Here is also the Windsor Hotel, the new St. Peter's Cathedral, and several other fine churches. A little further north brings us to Sherbrooke Street, which for



the magnificence of its buildings is scarcely surpassed by Fifth Avenue of New York. The grounds include Demesne and Park,—the charms of the country amid the roar and bustle of a great city centre. In winter the sleighing equipages present a most attractive appearance. It is said that in this respect only St. Petersburg can take precedence over Montreal.

MONTREAL'S title to the metropolis of British North America comes to her by inheritance. Her right to that title is older, much older, than Queen Victoria's title to the succession of the British Crown. History tells us that Jacques Cartier, who discovered Montreal, found in 1535, when landed at Quebec, that Montreal, then called Hochelaga, was at that early age the metropolis of the savage state, the capital city of the Indian tribes. His own narrative of the discovery has the charm of romance that surrounds all North American stories. He found Quebec on the 15th of August, 1535, and met Donacona, the lord or king of Quebec, then called Stadacona. He could not be dissuaded from a visit to Montreal, and from the 19th of September to the 28th he was engaged in sailing as far as Lake St. Peter, where he was compelled by shoal water to leave his ships and take to the boats. He reached his destination on the 2nd of October, having landed at the foot of the island. Having arrayed himself in the most gorgeous finery, he left his boats, and accompanied by twenty mariners and four gentlemen set out for Hochelaga. He was guided by three Indians, and says, in his description of the journey, that "all along he found the way as well beaten and frequented as can be, the fairest and best country that could possibly be seen, full of goodly great oaks, as any in the woods of France, under which the ground was all covered with acorns." After he had gone about four miles, he was met by one of the principal chiefs, who paid him some honor, made a speech to him, and insisted upon him taking a rest before he presented him to their great king. This king had no throne but the brawny arms of his braves, and, supported on the shoulders of several of these, he received the first Christian.

Cartier had taken thirteen days from Quebec to Montreal, which nowadays can be encompassed in five hours by train. He thus describes the town : —

Drink "Royal Windsor"

- .. Ginger Ale, Champagne Cider.
- .. Millar's "Royal Edinburgh" Ginger Beer.
- .. Cream Soda and "Gladstone's Brain Tonic."

ROBERT MILLAR, MANUFACTURER,

69 ST. ANTOINE STREET, MONTREAL.

"PERSIAN LOTION"



For whitening the complexion, imparting or preserving its rosy hue, or removing freckles, the mask and other spots on the skin, and for removing pimples and all other eruptions.

The PERSIAN LOTION is a BONA FIDE preparation, unique of its kind. It is a true specific for the skin. Is not a white powder suspended in water, or perfume. The PERSIAN LOTION, on the contrary is a medicinal preparation, transparent and limpid like water.

When the skin is BURNED BY THE SUN, the PERSIAN LOTION promptly restores its freshness, and rosy hue, by adding a teaspoonful every morning to the water used for the toilet.

The PERSIAN LOTION is sold in all respectable Drug stores in the Dominion, at 50 cents per bottle. Beware of imitations.

S. LACHANCE, proprietor,
1538 and 1540 St. Catherine St., Montreal.



VICTORIA SQUARE, ST. JAMES STREET.



"It is placed near and, as it were, joined to a big mountain, very fertile on the top, from which you may see very far. The town is round, encompassed about with timber, with three rampires, one within another, framed like a sharp spire, but laid across above. The middle-moat of these is made and built in a direct line, but perpendicular. The rampires are framed and fashioned with pieces of timber, laid along the ground, very well and cunningly joined after their fashion. This enclosure is in height about two rods. It has but one gate or entry thereat, which is shut with piles, stakes and bars. Over it and also in many parts of the wall, there are places to run along and ladders to get up, all full of stones for the defence."

"There are in the town about fifty houses, each fifty paces long and fifteen or twenty broad, built all of wood, covered over with the bark of the wood, as broad as any board, and cunningly joined together." Cartier ascended the mountain near by, which he called "Mount Royal." It was no wonder the sight of the surrounding country "filled him with feelings of joy and gratification."

* * * * *

To-day, the fashionable tourist who views the same scene, altered by civilization, will say that it is grand in beauty, even after four centuries have stamped it with the iron hand of commerce and garnished it with the golden sheen of agriculture. Then Cartier saw the broad St. Lawrence and the sombre Ottawa encircling the Island of Montreal. Looking southward, he beheld the foam of the Lachine Rapids, dashing over the leaps in the rocks, and beyond the mountain ranges known as the Adirondacks. Westward, up the Ottawa Valley, a vista of forest glade and the waters of the Lake of the Two Mountains shining in the distance. Northward, a succession of forest ranges, denoting a well-watered country, and a range of hills beyond. Eastward, the Town and Bay of Hochelaga, the St. Lawrence hurrying past St. Helen's Island and Boucherville, and Belœil Mountains beyond all. The forest luxuriance was upon every hand, and those lovely tints of Autumn had overspread the whole country. Cartier had never seen its like before. He never came back to see it again.



The scene has changed. * * * * *

Now the gazer looks from Mount Royal as Cartier did, but takes his view from a high tower that overlooks the homes of over three hundred thousand people, the spires of a hundred churches, most of them in Montreal, but spires that gleam in the sun wherever the eye turns. Bridges span the St. Lawrence and the Ottawa rivers, steamers ply the rushing waters, and the shriek of the locomotive resounds where Cartier heard only the rippling current. Huge ocean steamers in dozens, tall masts of heavy ocean sailing vessels fringe the river where Cartier saw the rushes and the waving shrubbery. Tall grain elevators, smoking chimneys, dense blocks of limestone warehouses, miles of streets, with houses and public buildings to the value of over one hundred and fifty millions of dollars, exclusive of their contents, public schools and universities, convents and hospitals, princely emporiums and palatial hotels. Cartier would to-day have seen all this. He would not have been compelled to hurry away on the same day he came. He would have seen, too, how an artificial river—the Lachine canal—enabled ships, that could carry his entire fleet on the deck of any one of them, to pass around the Lachine Rapids, and the water turning the machinery of scores of mills upon its banks. Instead of the barter for beads and gewgaws in the Mount Royal he saw then, he would find to-day Banks in Montreal, with a capital of forty-six millions of dollars; merchants worth millions of dollars to their credit; factories by the score, employing twelve to fifteen thousand workmen, and valued at more than fifty million dollars; hotels, some of which could house the then whole population of Hochelaga.

The Montreal of to-day is to Canada what London is to Great Britain, and New York to the United States. Montreal occupies a specially advantageous position at the head of oceanic navigation, and at the commencement of lake and river navigation, having direct railway communication with all parts of Canada and the United States. In order to accommodate the magnificent fleet of ships that come to her port from all lands, the ship channel of the River St. Lawrence has been



deepened to twenty-seven feet at the lowest condition of the river, and a further deepening is now in progress ; in order to achieve this the city had to borrow some three million dollars, and the removal of this debt by the Dominion Government has lifted from her shoulders the last and greatest burden she has had to bear. In consequence of this debt the scale of harbor dues imposed was necessarily heavy, giving smaller and in other respects less convenient ports an unfair advantage over Montreal. In compliance, however, with many urgent representations the Federal Government has assumed the responsibility of this debt.



CITY HALL (HOTEL DE VILLE).

The city is the terminus of one of the most complete railway systems in the world. Two divisions of the GRAND TRUNK RAILWAY, and various lines run in connection with its magnificent system, afford easy access to the United States and the principal cities of Canada, while that marvellous monument of national enterprise and engineering skill, the CANADIAN PACIFIC RAILWAY, traverses the continent from sea to sea, opening up magnificent tracts of fertile country, and developing stores of wealth hitherto unknown, while it is be-

PICTURED

MONTREAL

DESCRIBED

coming the great highway for intercourse between the eastern and western limits of the old World.

In addition to its great importance as the chief port and forwarding station of Canada, Montreal is also the largest MANUFACTURING CENTRE in the Dominion. Among its industries are Foundries, Sugar Refineries, Tanneries, Silk Mills Manufactories of Hardware, Carriages and Sleighs, Corn



THE BANK OF MONTREAL, PLACE D'ARMES.

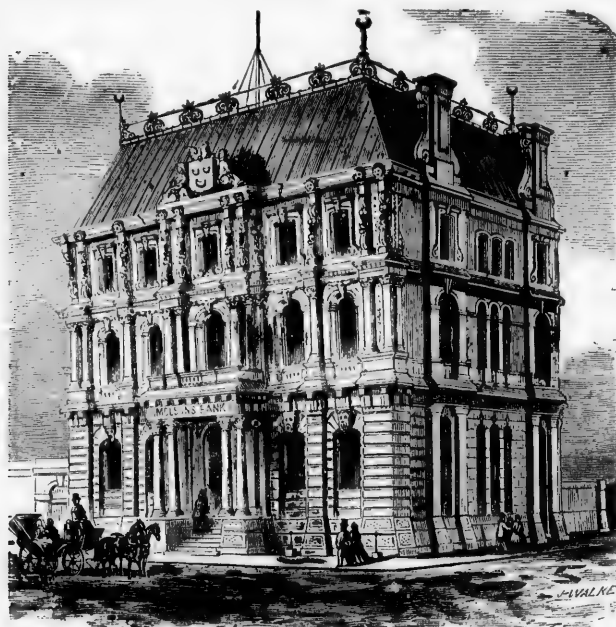
Brooms, Woodenware, Glass, Paints and Drugs, Edge Tools, Locomotives, Steam Engines, Boilers, India-rubber Goods, Printing Presses, Agricultural Implements, Musical Instru-

PICTURED

MONTREAL

DESCRIBED

ments, Paper, Rope, Sewing Machines, Types, Pins, Tobaccos, Woolen and Cotton Goods. Boots and Shoes, and other smaller industries. There are besides Saw and Flour Mills, Rolling Mills, Lead Works, Brass Foundries, and many other industrial establishments. The manufacture of Boots and Shoes employs about 3,000 hands, and the product of the numerous factories is enormous. The largest Sugar Refineries in Canada are at Montreal. The largest Cotton Mill in the country is that of the Hochelaga Cotton Company, at



MOLSON'S BANK, St. JAMES STREET.

Hochelaga. There are two Silk Factories, a large Rubber Factory, many large Clothing Factories, employing in the aggregate, 2,500 hands; and factories for the manufacture of Cards, Boxes, Paints, Soaps, Cements, Drugs, etc., etc. On the canal are Saw Mills, Nail and Edge Tool Works, Engine and Machine Works, and Rolling Mills.

PICTURED **MONTREAL** DESCRIBED

There are five establishments for making Sewing Machines. At the machine shops of the Grand Trunk and Canadian Pacific Railways, everything connected with railway machinery is manufactured. There are Carpet Factories, Rope Factories, large Binderies, large Printing Offices. Over 2,500 hands are employed in the Tobacco Factories, over 300 in the Breweries. To give an account of all the various manu-



THE MERCHANTS' BANK, ST. JAMES STREET.

facturing industries of the city would require more space than can be afforded in a guide book.

The establishment of many important industries in the city is mainly due to the impulse given to manufacturing by the National Policy, which was adopted by the Government in 1878.

+ + + **BUY** + + +

"The Dominion Illustrated."

*The Only High Class Pictorial Weekly
Published in Canada.*

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PICTURES OF CHOICE SCENERY.
CURRENT EVENTS, ETC., ETC.

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and the press-work uncommon.

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THE KINGSTON NEWS.

FOR SALE BY ALL NEWS DEALERS.

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MONTREAL.

PICTURED
MONTREAL
DESCRIBED

The EDUCATIONAL means of the city comprise the University of McGill, with Faculties of Law, Science, Art and Medicine, a branch of the Laval University, with Faculties of Divinity Law, Medicine and Arts. Theological Colleges belonging to Roman Catholic, Anglican, Presbyterian and Methodist bodies, a Jesuit College, a High School, two Normal Schools, several Classical and Scientific Academies. The Elementary Schools



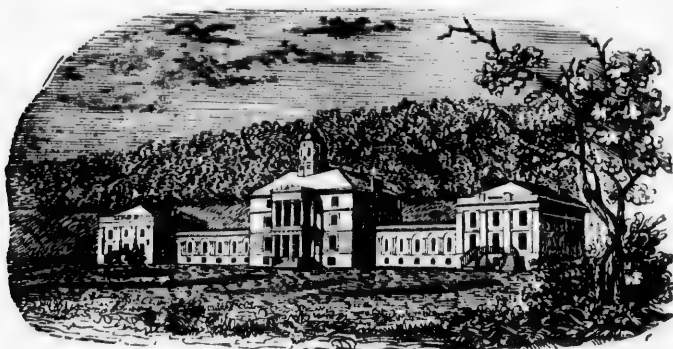
YOUNG MEN'S CHRISTIAN ASSOCIATION. PRESENT BUILDING—VICTORIA SQUARE.



are under the control respectively of the Catholic and Protestant School Commissioners, and there are also two affiliated Medical Colleges, one to Bishop's College, Lennoxville, the other to Victoria College, Cobourg.

Montreal, a Great Banking Centre.

As a sign of the business transactions carried on by the community, it may be noted that there are no fewer than sixteen banking establishments, twenty-six fire and sixteen life insurance offices located in the city; there are thirteen public markets, whose total sales of farm produce amount yearly to some \$650,000. In order to facilitate the vast inter-

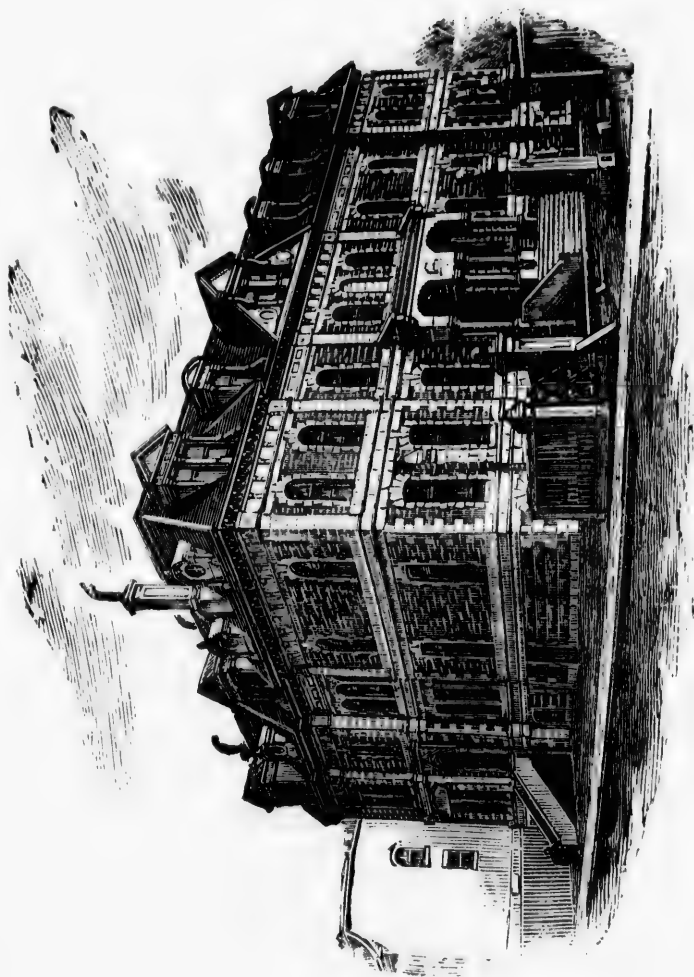


THE MOLSON COLLEGE AND LIBRARY, MCGILL UNIVERSITY.

course with foreign countries, the following nations are represented in the city by Consuls and Vice-Consuls, viz.: the Argentine Confederation, Austro-Hungary, Belgium, Chili and Peru, Denmark, France, the German Empire, the Kingdom of Hawaii, the Netherlands, Sweden and Norway, the Republic of Uruguay, Spain, Switzerland and the United States.

The Courts of Judicature.

Montreal is the centre of a judicial district presided over by seven judges. The Court of Queen's Bench also hold sittings in the months of February, May, October and



THE FERRIER METHODIST COLLEGE, MCGILL UNIVERSITY.



December. The section of the Bar of the Province of Quebec located in Montreal numbers about 370 members. The city is the seat of a Roman Catholic archbishop and an Anglican bishop.

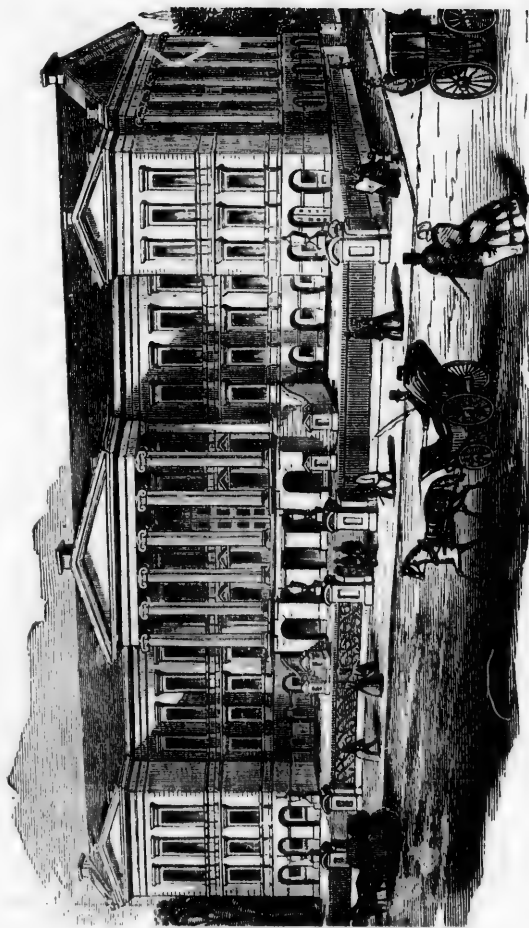
Montreal, a City of Churches.

Montreal claims and certainly deserves the title of the "City of Churches," and, as Mark Twain observes, "is the only



ST. JAMES' NEW METHODIST CHURCH, ST. CATHERINE ST.

city on the Continent where you cannot throw a brick without breaking a church window." It contains some seventy-five churches of all denominations, many of which are magnificent edifices. Among the finest and largest buildings erected of late years may be mentioned the Post Office in St. James Street, erected in 1876, at the cost of \$400,000. The new City Hall, which cost close on \$120,000. The majestic Cathedral of St. Peter, upon Dominion square, is to cost when completed \$500,000. The Windsor Hotel, built in 1878, at a cost of \$1,100,000, and having 434 rooms and accommo-



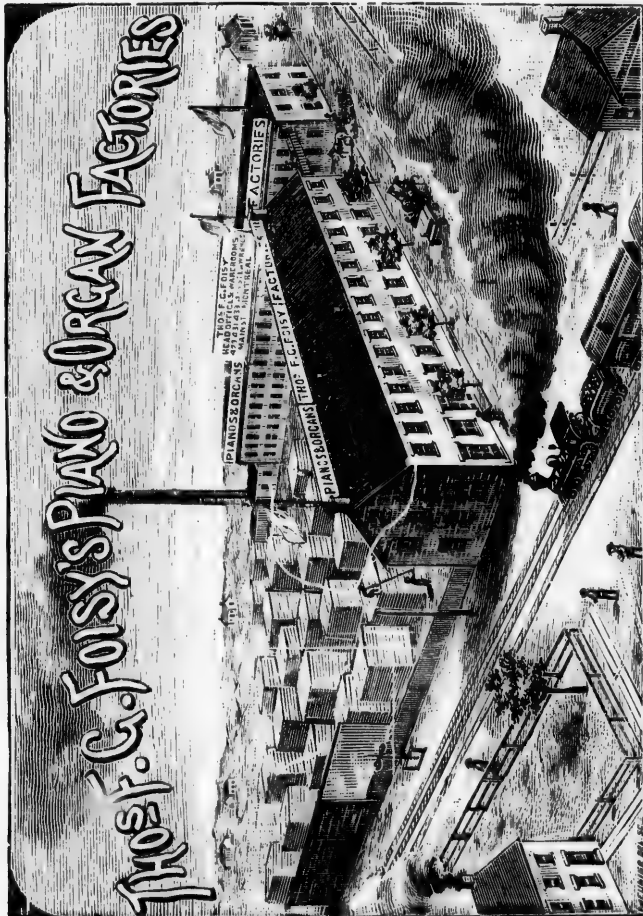
THE LAW COURTS, NOTRE DAME STREET.

WAREROOMS:

429 to 435 ST. LAWRENCE ST., MONTREAL.

FACTORY:

ST. THÉRÈSE DE BLAINVILLE, P. Q.

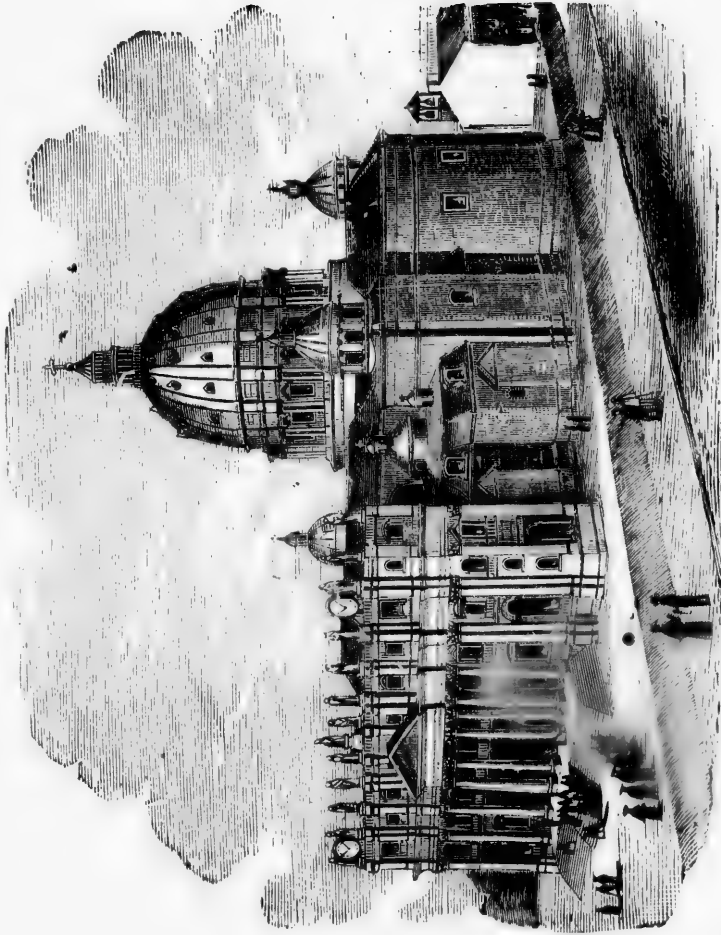


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PIANOS AND ORGANS,

Agents wanted all over the World for sale of these Pianos.

Send for Catalogue and Prices.



ST. PETER'S CATHEDRAL, DOMINION SQUARE.



dation for 750 guests, is hardly inferior to any establishment of the kind on the Continent. The Bank of Montreal is one of the finest buildings in America, and there have recently been erected two magnificent railway depots for the Grand Trunk and Canadian Pacific Railways, a spacious and handsome new Gothic church for the Methodists on St. Catherine Street, and several splendid blocks or buildings for offices, including new



THE WINDSOR HOTEL, DOMINION SQUARE.

offices for two life insurance companies, the New York and Imperial, and the Temple Building on St. James street.

Palatial Residences and Institutions.

Among the many palatial residences that abound in Montreal may be mentioned the residences of Sir George Stephen on Drummond Street, Mr. R. B. Angus on Mountain Street, and Sir Donald A. Smith on Dorchester street. Among the public buildings of interest there are many that will amply



repay a visit. The Fraser Institute and Free Public Library, which has been recently opened on Dorchester street, will be found an interesting and profitable place in which to while away an hour.

McGill College University.

The buildings of the McGill University on Sherbrooke Street form an imposing pile. Among the most interesting is the Redpath Museum of National History, which is the best in Canada.

The Leading Business and Residence Streets.

Among the principal streets for business are the following : St. Catherine, St. James, Notre Dame, St. Paul, McGill, Craig, St. Peter, St. Helen, Lemoine and St. Lawrence Main. The finest residences in the city will be found on such streets as the following : Sherbrooke, Dorchester West, Drummond, Mountain, Redpath, Simpson, University, St. Denis, Union Avenue, McGill College Avenue, etc.

The Art and Picture Galleries.

Visitors will find a collection of pictures worthy of inspection in the Art Gallery on Phillips Square. Many private galleries contain works of art of high value ; the celebrated picture by Jules Bréton, " The Communicants," which was recently purchased in New York for the sum of \$45,500.00, being in the possession of Sir Donald A. Smith.

The Highways and Byways of the City.

Montreal has at present about 145 miles of streets. Between the years 1878 and 1886 no less than fifteen miles 165 yards of sewers were laid down by the city, making a total of ninety miles of sewers existing. One of the most important acquisitions for the city was the purchase by the Corporation, between the years 1872 and 1875, of Mount Royal, and laying it out



with drives as a public park, the cost to date being \$622,337. The mountain, which stands alone in the wide river plain, is some 550 feet in height. It is ascended by a winding carriage road, by a series of about 427 steps for foot passengers, and by an elevator. The winding road opens up to the public two very beautiful vistas,—one looking down the valley of the St Lawrence with its many islands, and the other giving a view of the Lake of Two Mountains, whilst in the far distance the Green Mountains of Vermont and the Adirondacks are plainly discernible on a clear day. This drive is acknowledged by visitors to be by far the most beautiful of any park on this Continent.



The Population of Montreal.

The Government takes a general census in every tenth year, and the following are the figures since 1851, viz.:—

Census.....	1851	population.....	57,715
"	1861	"	90,323
"	1871	"	107,225
"	1881	"	140,727
Present population.....	200,000		

The latter figures are very much underdrawn, and do not include several large suburban districts, which will likely be added to Montreal before the Government takes the census of 1891. The closest estimate of the city's population to-day puts it at 230,000.

THE (NEW) TEMPLE BUILDINGS, ST. JAMES STREET.



On the Old Site of St. James Methodist Church.



THE PRESS OF MONTREAL



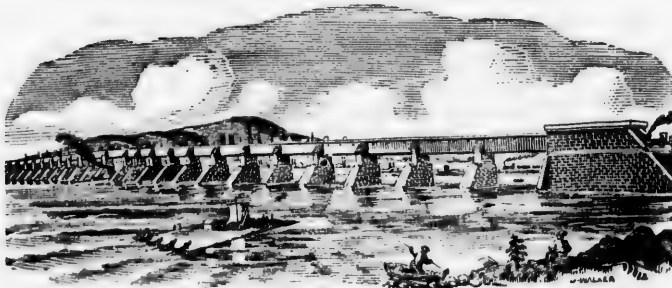
THE MONTREAL PRESS

of both languages has grown with, if not in advance of, the city, and has led in enterprises (especially during the later years) of a public character. Twenty-five years ago the Press was very often influenced by private opinion, and was nothing if not political. Now there are five English and five French newspapers, the work on either of which is greater to-day than was on all put together twenty years ago. The *Montreal Witness* is religious, prohibitive, moral and fearless, under the control and management of its proprietor, Mr. J. R. Dougall. The *Star*, started by Marshall, Langevin & Co., and now the sole property of Mr. Hugh Graham; its price is one cent, and its success has been phenomenal. The *Gazette*, the leading Conservative newspaper, is owned by a stock company, but the stock is principally held by Mr. Richard White and the heirs of the late Hon. Thomas White, whose son, Mr. R. S. White, is its able editor. The *Herald*, the organ of the Reform or Liberal party, is edited by Mr. St. John, an able journalist, and is owned by the Hon. Peter Mitchell, who inspires its tone and manages it. All these are thriving commercially, spreading wide their goodly influences on commerce and society.



The strides made by the French press is even greater by comparison than that of the English, as they were much more backward until within the last ten years, when a spirit of emulation has produced among them a revolution. The newspapers are *La Minerve*, Conservative, edited by Mr. J. Tassé; *La Patrie*, owned and edited by Mr. H. Beaugrand; *Le Monde*, Independent, owned by Mr. F. Vanasse; *La Presse*, Independent, owned by Messrs. Wurtele & Co., edited by Mr. G. A. Nantel; and *L'Etendard*, Ultramontane and National in politics, edited by F. P. A. Trudel. There is also published in Montreal a weekly illustrated English paper, the *Domain Illustrated* of the Sabiston Lithographic Co., and a French weekly, *Le Monde Illustré*. There are the *Trade Bulletin* of Mr. Henry Mason; *The Journal of Commerce* by Mr. Foley; and a number of other English and French weekly newspapers and several trade reviews, insurance journals, medical papers in both languages.

The Important Trade of Montreal.

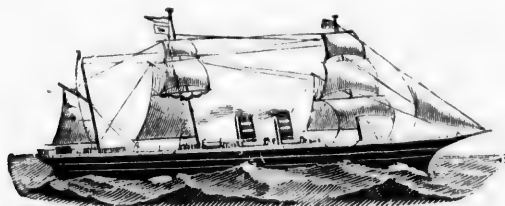


THE RIVER ST. LAWRENCE.

of World wide farm is 1,500 miles long, and drains an area of 330,000 square miles. From Montreal to Quebec, a distance of 160 miles, its width varies from one to two miles. From a short distance below Quebec to the Gulf of St. Lawrence it varies from 10 to 35 miles in width. Half way between Montreal and Quebec it widens out into Lake St. Peter, which is 20 miles long and 9 wide.



At Quebec the tide rises 14 feet, but it ceases to be observed at the lower end of Lake St. Peter. The depth of the river is so great that the largest ocean steamers may be found loading or discharging in Montreal harbor. From Quebec to Montreal the depth, excepting for a distance of 30 miles, mostly in Lake St. Peter, is never less than 30 feet. The work of deepening the channel on the flats of that Lake was commenced in 1851 by the Harbor Commissioners of Montreal, and has been steadily continued, so that now a depth of 25 feet at lowest water has been attained. Owing to these great efforts, the largest ocean vessels are able to reach our port. In carrying on these works 8,500,000 cubic yards had to be removed. The ship channel so deepened is 300 feet wide at its narrowest point. The work is being steadily continued and will not cease until a depth of 27½ feet is attained.



CANADA SHIPPING CO'S "BEAVER LINE" STEAMER.

The distance from Montreal to the Atlantic Ocean is a little under 1,000 miles, or, to be precise, it is 986 miles from Montreal to the Straits of Belleisle. The city is 250 miles above salt water, and it is 315 miles nearer to Liverpool than is the city of New York. One-third of the whole distance to Europe by way of the St. Lawrence is in comparatively smooth water. Westwardly the distance from Montreal to Chicago by the St. Lawrence system is 1,261 miles, or 158 miles less than the distance from New York to the same city, while the canals of the St. Lawrence system aggregate only 70 miles against 350 miles of artificial navigation by the Erie Canal to Buffalo. From these few facts the importance of Montreal as a centre of commerce can be estimated.



THE RICHELIEU OF ONTARIO NAV. CO'S, STE. CORSIKAN, DESCENDING THE LACHINE RAPIDS.



DYSPEPSINE

— THE GREAT —

AMERICAN REMEDY

—) FOR (—

DYSPEPSIA

— A POSITIVE CURE FOR —

*Indigestion, Flatulence, Sour Stomach,
Heartburn, Water-Brash, Sick
Headache, Constipation, Biliousness*

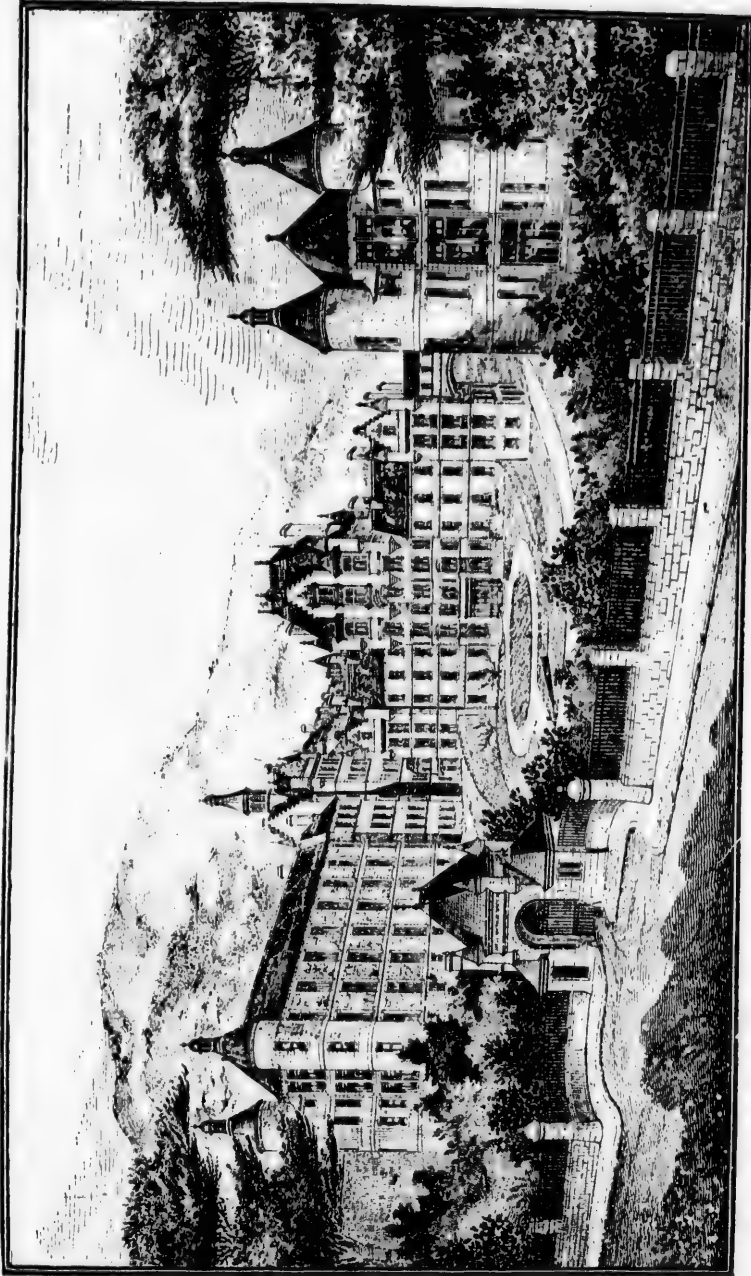
— AND ALL FORMS OF —

Dyspepsia and Liver Complaint

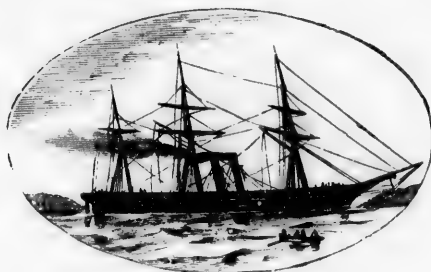
Regulating the action of the Stomach and Digestive Organs.

SOLE AGENTS FOR THE DOMINION:

**THE DAWSON MEDICINE CO'Y.,
MONTREAL.**



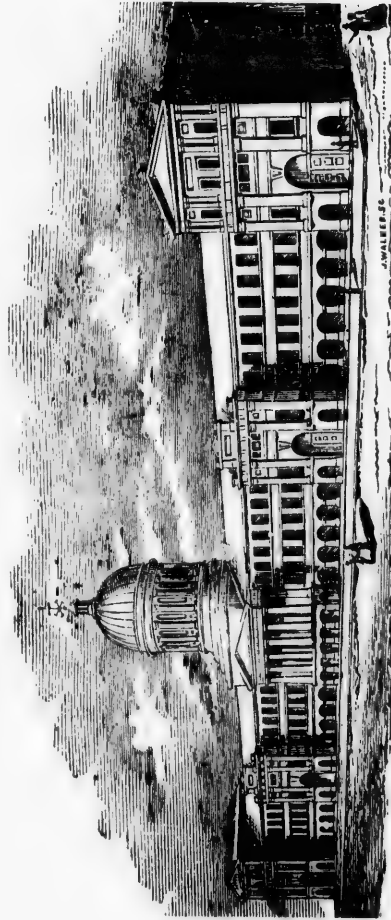
THE NEW VICTORIA HOSPITAL, AT THE END, OF MOUNT ROYAL, JUBILEE GIFT OF SIR DONALD A. SMITH, AND SIR GEORGE STEPHEN.



ALLAN LINE, ROYAL MAIL STEAMER

The Port and Harbor of Montreal.

THE HARBOR.—No visitor to Montreal should fail to walk along the river front, and inspect the wharves and quay. These were designed during the vigorous administration of Lord Sydenham. A solid revetment wall runs along the whole river front of the city, commencing at the Lachine canal, and continuing to the Current St. Mary,—a distance of one and a half miles. As the wall forms the outer edge of the river street, that street is open to view from the river for its whole length. The wharves at which the ships discharge are ten feet below the level, so that the pedestrian standing upon the wall and leaning against the protecting rail may see at a glance the whole business of the port spread out below him. Close to the canal are the basins for the Allan line of steamers from Glasgow and Liverpool; then follow steamers from the Maritime Provinces and different European ports; then sailing ships; then the sheds of the London Line of Steamers and the Dominion Line from Liverpool; then follow the splendid river boats plying between Quebec and Montreal; then succeed a crowd of smaller river steamers, wood barges; and, finally, sailing ships and steamers as far as Hochelaga. Here lie, at a distance of 900 miles from the ocean, vessels from all the ports of the world: from England, with iron, dry goods, and general goods;



THE BONSECOURS MARKET, OPPOSITE THE RICHELIEU AT ONTARIO WHARVES.



from France and the Mediterranean, with wines and groceries ; from Germany, with glass, and general goods ; from China, with tea—alongside of vessels loading with return cargoes of grain, cattle, lumber, mineral phosphates and other productions of Canada. The wharves are not disfigured by unsightly warehouses, but the river street is as clear as a Parisian quay.

The maritime importance of Montreal will perhaps best be illustrated by an enumeration of the regular lines of ocean steamships which trade to the port ; they are :—

Allan Mail Line, weekly to Liverpool.

Allan Line, weekly to Glasgow.

Dominion Line, weekly to Liverpool.

Beaver Line, weekly to Liverpool.

Donaldson Line, weekly to Glasgow.

Temperley Line, fortnightly to London.

Ross Line, fortnightly to London.

Great Western Line, fortnightly to Bristol.

Furness-Thomson Line, fortnightly to Newcastle-on-Tyne, via London.

Elder Hansa Line, fortnightly to Hamburg.

White Cross Line, fortnightly to Antwerp.

Quebec Steamship Line, fortnightly for ports on the Gulf and Prince Edward Island.

Montreal and Acadian Line, fortnightly to St. John's, Newfoundland.

Black Diamond Line, to Charlottetown, Pictou and St. John's, Nfld.

Bossiere Line, every twenty days to Havre.

Besides these, there are numerous steamers trading to the port which do not belong to any regular line. The fleet of river steamers plying to the different towns on the St. Lawrence and its tributaries adds to the busy appearance of the harbor.

The quay or revetment wall extends down to the Current St. Mary, but the wharves are continued much further down the river as far as the Hudon Cotton Factory. The total length of wharf accommodation is five miles, of which two-thirds is for ships drawing 25 feet of water. The port pos-

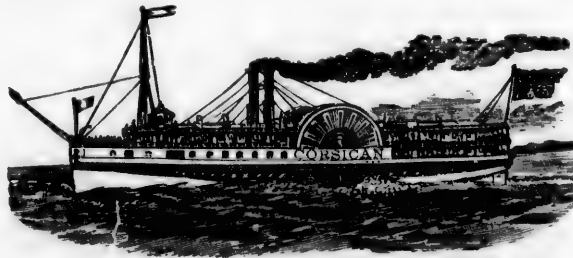


sesses every convenience for loading and despatching ships, such as steam elevators for grain and appliances for shipping cattle.

In order to give greater despatch the harbor is lighted by the electric light under the Brush system, so that ships are loaded or discharged at night as well as during the day.

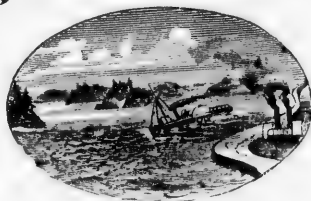
On a market day, that portion of the harbor allotted to river craft assumes a very lively appearance. Much of this business is in the hands of the Richelieu and Ontario Navigation Company, but there are many independent boats. That Company has a line of magnificent steamers to Quebec, leaving Montreal every evening upon the arrival of the daily steamer from the Lake Ontario ports. It has a direct boat for Three Rivers twice a week, a daily boat for Terrebonne, and a boat twice a week for Cornwall. There is also a service on the Richelieu twice a week and upon the Yamaska. These three river boats, with the ferry steamers and steam tugs, fully occupy the wharves near the Bonsecours market.

Tourists who wish to go westward by the boats of the Richelieu and Ontario Company can avoid the delay of the canals by taking the Grand Trunk Railway to Prescott or Brockville. They can leave six hours later and catch the steamboats at those ports, by this means passing through the Thousand Islands and Lake Ontario, and avoiding the heat and dust of the railway cars. It does not answer, however, to take the boats when close connections have to be made and time is limited, but to those who have the time, a trip by these palace steamers, either East or West, will be remembered by the traveller with the greatest pleasure.





MONTREAL'S SYSTEM OF CANALS.



BELTING THE RAPIDS OF THE ST. LAWRENCE.

LACHINE CANAL.—The St. Lawrence, upon whose abundant waters the fleets rest, becomes, a few miles west of the city, completely unnavigable, owing to the Lachine rapids or Sault St. Louis. The Lachine Canal, which debouches into the harbor of Montreal, is the first of a series of magnificent works by which the trade of the West is brought to our doors. It is eight and three-quarter miles long, and overcomes a total rise of 45 feet; its width varies from 163 to 208 feet, and it has five locks, 270 feet long and 45 feet wide. Vessels drawing 12 feet can pass through it.

In the spacious basins of the Lachine Canal assemble the steamers, schooners, barges and propellers which carry on the traffic with the upper rivers and lakes. While the wharves of harbors proper are shore wharves and piers, the wharves of the Canal are all enclosed basins or docks. These last afford a total wharf frontage of 330 miles, of which one-third of the way is for eighteen feet of water and the remainder for twelve feet, in addition to the wharfage of the harbor as previously given. The total number of inland vessels which arrived in 1883 was 5477, and the total inland tonnage was 764,721. The inland tonnage has decreased of late years as the railway system has been extending.

The waters of Lake Champlain drain into the St. Lawrence by the Richelieu, but there are rapids on the latter river which are overcome by a canal. Lumber is exported to and coal imported from the United States by that route. The extent of the waterways opened up by means of the western canals may be seen to be very great. They reach through all the



great lakes—to Duluth and Fort William on Lake Superior, Chicago and Milwaukee on Lake Michigan, Collingwood and Goderich on Lake Huron, Buffalo and Cleveland on Lake Erie, Hamilton, Toronto, Kingston and Oswego on Lake Ontario. Then the Ottawa river, 600 miles long, flows into the St. Lawrence at Montreal and brings the trade of all its vast valley. The rafts of timber from the Ottawa and its tributaries for shipment at Quebec are not seen at Montreal. They always pass down behind the island by the Rivière-des-Prairies, which falls into the St. Lawrence below the city. The rapids of the Sault-aux-Recollets on that branch of the Ottawa are not so formidable as the Lachine Rapids or Sault St. Louis.

Leaving the Lachine Canal for the upper waters are many independent steamers, besides steam tugs for the barges and returning lake craft. A weekly line of steamers runs to Duluth at the head of Lake Superior. Another weekly line runs to Chicago at the head of Lake Michigan. A daily line leaves for Hamilton at the western end of Lake Ontario, and another daily line for Ottawa on the Ottawa river. All these call at the intermediate ports. The grain exported from Montreal is for the most part transhipped into barges by steam elevators at Kingston. It arrives there from Chicago, Milwaukee by Toledo, Detroit, and other western ports in lake craft—usually schooners. Some of it comes by rail from Goderich, Collingwood or Midland City, on Lake Huron, and this route is gaining upon the former; but, in any case, at Kingston the grain is loaded into canal barges, each carrying 18,000 to 20,000 bushels, which are towed down the canal by propellers and put alongside the ocean ships at Montreal. There is an economy in transshipment, because each kind of craft is constructed to comply with all the varied conditions of the long inland route. Besides, in the summer months, the handling of the grain helps to keep it in good condition.



GOOD WORK.

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— MONTREAL.

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the most effectual stomachic,
and aid to digestion.*

The INDIGENOUS BITTERS owe their popularity to the most important qualities which any medicinal preparations could have: an efficacy at all times certain, the absence of any dangerous ingredient and a moderate price.

The INDIGENOUS BITTERS consist of a combination in exact proportions of a large number of roots and barks, highly valuable, on account of their medicinal virtues, as tonics, stomachics, digestives and carminatives.

HEADACHE, DIZZINESS, NAUSEA and GENERAL LANGUOR, are most frequently the result of derangement of the stomach, and in such cases the INDIGENOUS BITTERS never fail to afford prompt relief, and most frequently even a perfect cure.

The INDIGENOUS BITTERS are sold in retail, in all respectable Drug Stores in the Dominion, in 25 cts. boxes only, containing sufficient quantity to make three or four 3 half pint bottles.

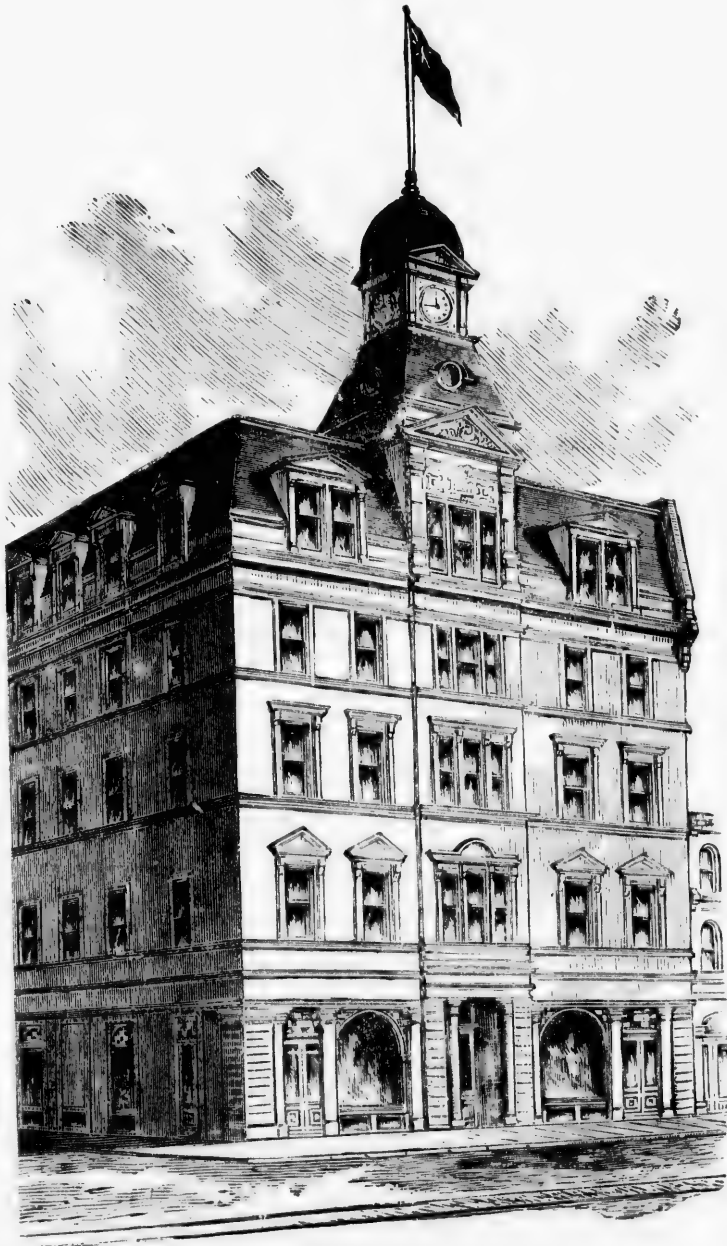
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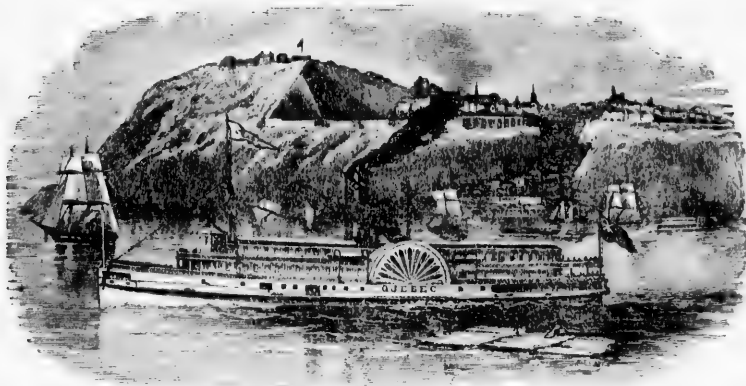


MECHANICS INSTITUTE, ST. JAMES STREET.



THE GRAND TRUNK RAILWAY

— OF CANADA. —



BRITISH ASSOCIATION

CITY AND FORTRESS OF QUEBEC.

THE GREAT INTERNATIONAL ROUTE

BETWEEN THE EAST AND WEST.

RAILWAYS are the wonder of the world. Nothing during the last half century has created so marvellous a change as the great iron revolution of science. Beneath it the features of old Christendom have become changed, and its wealth and physical grandeur augmented. Other revolutions have scattered luminous influences over the world, but it remains for the new generation of railways to bring about one of the mightiest moral and social revolutions that ever hallowed the annals of any age. Omnipresence is one of the principles of their progress. Content with no limits, they have thrown a girdle round the world itself. Far off India woos them over its waters; China listens to the voice of the charmer; the Atlantic and Pacific are connected; and the American Continent is pierced by a net-work of roads.

PICTURED

MONTREAL

DESCRIBED

Prominent among the railways of this continent is the



THE VICTORIA BRIDGE, MONTREAL.

Grand Trunk Railway of Canada, which by its establishment and subsequent development has done so much to open up and increase the wealth and commerce of the Dominion. It was originally chartered in 1851, and by constantly adding to its mileage, and devel-

oping new territory, has grown to its present extensive system. By consolidation, in 1882, with the Great Western, about 1,000 miles were added; and now with the Northern & North-Western, Chicago and Grand Trunk, and Detroit, Grand Haven and Milwaukee Railways, over 4,000 miles are controlled. It was the first great system in order of time; being originally designed as a trunk line running from Montreal to Sarnia, with a branch to Portland as a winter port. It was built by English capital, under English management, although the Government of Canada contributed fifteen millions of dollars to it, and it has proved of enormous advantage to the Dominion. It owns or controls three of the most remarkable bridges in the world, the Victoria Bridge across the St. Lawrence at Montreal, the Suspension Bridge at Niagara Falls, and the International Bridge across the Niagara River, as well as the St. Clair Tunnel.

The Grand Trunk traverses the territory from Halifax, Portland, Quebec, Montreal, Boston and New York, through the Provinces of Quebec and Ontario to Chicago, via Toronto, over its own and allied systems, and to Chicago, via Niagara Falls, in connection with all the great lines from New York and Boston, and offers advantages afforded by no other rail-



way on the American Continent. It is the popular tourist route, and the short direct line between the East and the West, and is the direct international highway for business and pleasure between all the great cities of the United States and Canada.

Through palace sleeping and drawing-room cars are run from Boston, New York and Buffalo to Detroit, Chicago and St. Louis; dining cars are run on through trains. Three fast express trains—making connection with the New York Central, West Shore, Erie, Lehigh Valley, Delaware, Lackawanna and Western, and New York, Ontario and Western Railways—are run daily from Buffalo and Niagara Falls to Detroit, Chicago and St. Louis.

To give some idea of the importance of this line, it is computed that upwards of 70,000 persons are dependent for subsistence on the Grand Trunk alone; in Montreal their employees number some 3,000, representing a population of some 14,000, while the amount of the annual wages paid exceeds 1,400,000, and the total yearly wages account reaches between six and seven millions of dollars.

At Point Levi, opposite the city of Quebec, during the season of ocean navigation, passengers arriving by the Allan, Dominion, Beaver and other lines of steamships can, without delay, take the company's special or ordinary trains for Montreal, Ottawa, Toronto and all other points in connection with the system in Canada or the United States. Every attention is shown to all classes of passengers, who are transferred direct from the ocean steamships to the trains. Here also connection is made with the Intercolonial system of government railways, and passengers arriving at Halifax can avail themselves of an unbroken line of railway, on which Pullman palace cars run continuously a distance of some 1,700 miles.



THE ATTENTION OF VISITORS IS CALLED TO
THE FOLLOWING LEGAL CAB TARIFF

ONE HORSE VEHICLES.

From any place to any other, provided the time occupied does not exceed fifteen minutes : 1 or 2 persons, 25 cents ; 3 or 4 persons, 50 cents.

From any place to any other, provided the time occupied does not exceed half an hour : 1 or 2 persons, 40 cents ; 3 or 4 persons, 60 cents.

Where the drive exceeds the time limited as aforesaid, hour rates to be charged.

BY THE HOUR.

For the first hour : 1 or 2 persons, 75 cents ; 3 or 4 persons, \$1.00.

For every subsequent hour : 1 or 2 persons, 60 cents ; 3 or 4 persons, 75 cents.

TWO HORSE VEHICLES.

From any place to any other, provided the time occupied does not exceed fifteen minutes : 1 or 2 persons, 50 cents ; 3 or 4 persons, 65 cents.

From any place to any other, provided the time occupied does not exceed half an hour : 1 or 2 persons, 65 cents ; 3 or 4 persons, 75 cents.

When the drive exceeds the time limited as aforesaid, hour rates to be charged.

• BY THE HOUR.

1 or 2 persons, \$1.00 ; 3 or 4 persons, \$1.25.

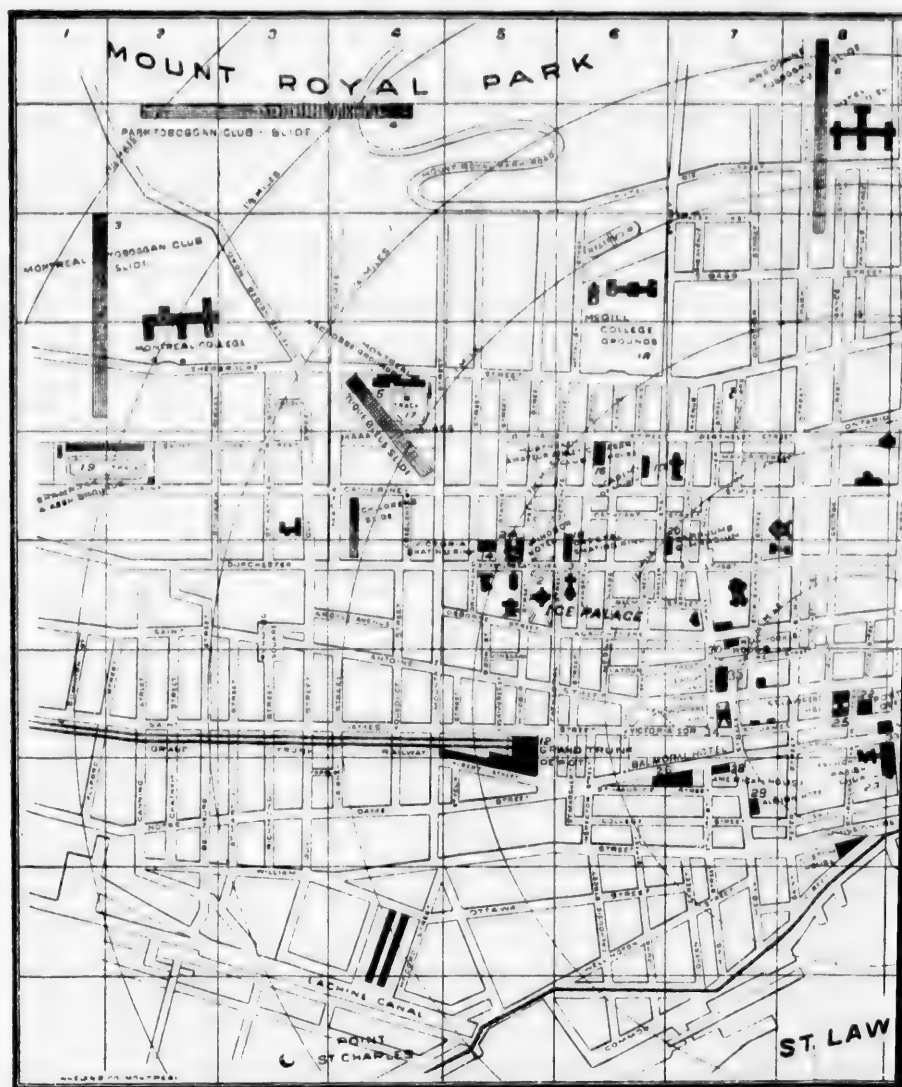
Fractions of hours to be charged *pro rata* hour rates—but not less than one quarter of an hour shall be charged when the time exceeds the hour.

Fifty per cent. to be added to the tariff rates for rides from twelve midnight to four a. m.

The tariff by the hour shall apply to all rides extending beyond the city limits where the engagement is made in the city.

BAGGAGE.—For each trunk or box carried in any vehicle, 10 cents. But no charge shall be made for travelling bags, valises, boxes or parcels which passengers carry in the hand.

MAP OF THE CITY



FOR MONTREAL-PICTURE

CITY OF MONTREAL.



L-PICTURED AND DESCRIBED.

The attention of readers of the GUIDE requiring information on the subject is respectfully called to the following list of

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Hon. C. L. Knapp; P. Gorman, U. S. Vice-Consul General, 246 St. James Street

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W. C. Munderloh, Esq., 61 St. Sulpice Street.

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Edward Schultz, Esq., 166 McGill Street.

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CHURCH OF THE GESU, BLEURY STREET.

(The towers pictured here have not yet been added to the Church.)

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THE

CANADIAN PACIFIC RAILWAY.

THE IMPERIAL HIGHWAY BETWEEN THE ATLANTIC AND THE
PACIFIC.

Montreal—where connections are made by through trains from Boston and New York—may be regarded as the initial point. Thence the main line of the Canadian Pacific Railway runs westward to Ottawa, the capital of the Dominion; thence by the Ottawa Valley, and across to Lake Nipissing, in Ontario, so well known to sportsmen. From Lake Nipissing the railway passes directly westward through rock and forest, until it reaches the north shore of Lake Superior at Huron Bay.

Port Arthur, on the northern shore of the lake, is the terminus of the eastern division of the road, and a landing place for the lake steamships of the Canadian Pacific line.

Beyond Port Arthur the road crosses four hundred miles through a forested and lake-covered region to Winnipeg, which is the metropolis of the Canadian West. The city—the junction point for traffic from the United States, via Chicago and St. Paul—has now a population of 35,000, and is the focal point for a territory almost as large as the Mississippi valley; seven lines of railway radiate from it, and it has facilities for doing an enormous business. From Winnipeg, westward, the railway ascends the valleys of the Assiniboine and Qu'Appelle



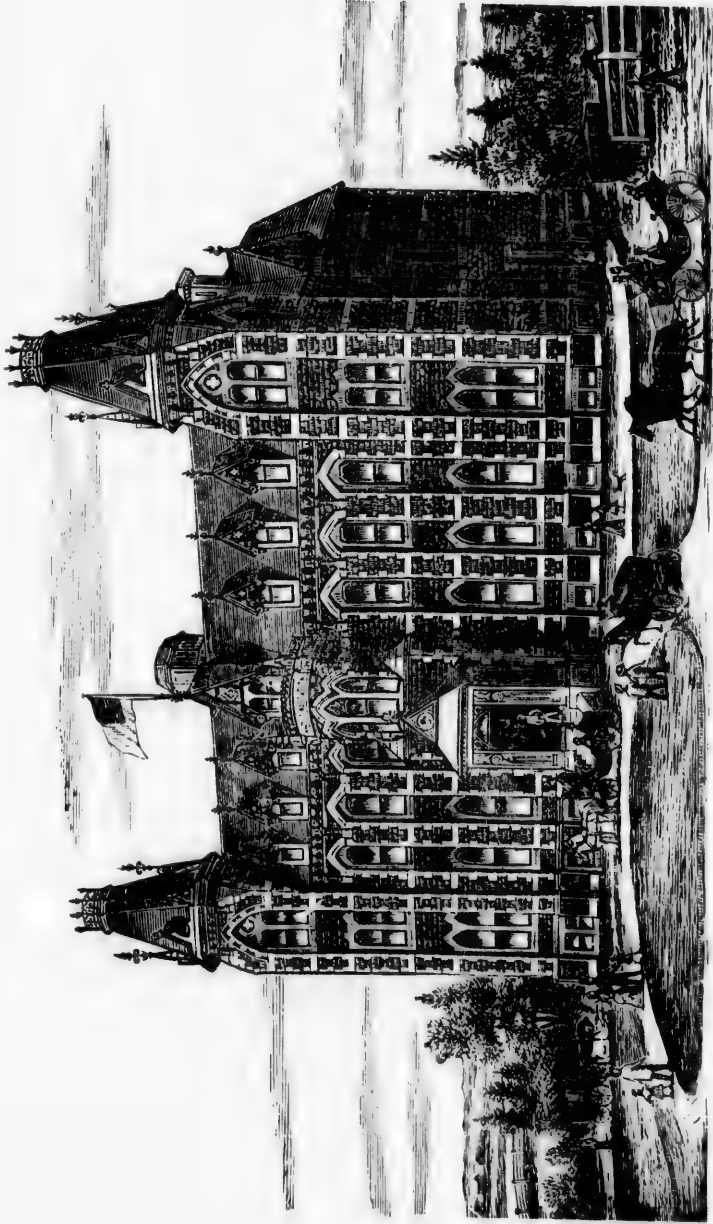
THE CANADIAN PACIFIC RAILWAY BRIDGE,
Spanning the St. Lawrence at Lachine.



rivers, which are well settled by farmers and stock-raisers, and then crosses over into the valley of the Saskatchewan, in which are farms, large grazing areas, and extensive coal deposits. A more northwesterly course is then taken to Calgary, 1,200 miles west of Lake Superior, and at the foot of the Rocky Mountains, which in Canada are only reached in the longitude of Salt Lake. After leaving Calgary, the railway enters the mountains, surmounts the main range of the Rockies through the Kicking-Horse Pass, crosses the Upper Columbia, climbs the Selkirk range, recrosses the Columbia (which bends in a great loop to the northward), makes its way through the Gold Range, and descends into the valley of Thompson river in the interior of British Columbia.

The Pacific terminus of the road is at Vancouver, on Burrard Inlet,—a new town with a fine harbor and extensive port facilities. A daily line of steamers forms a ferry to Victoria, on Vancouver Island, a city in Eastern Canada, and the Canadian Pacific line runs from Montreal to Quebec, and from Montreal across the State of Maine to New Brunswick and Nova Scotia. It is now the longest continuous line of rails in the world, reaching 3,050 miles from Quebec to Vancouver, and when completed will be no less than 3,600 miles in continuous length,—spanning the American continent from the surf of the Atlantic to that of the Pacific.

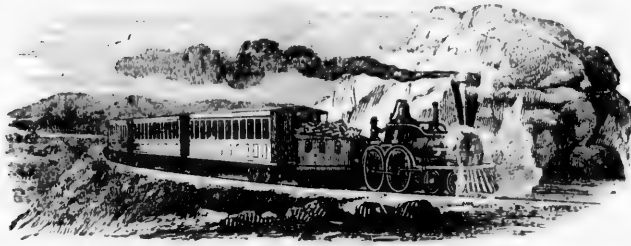
From Ottawa branches extend to Prescott and to Brockville on the St. Lawrence river, where connections are made with railways in northern New York. A direct line runs from Ottawa to Toronto and St. Thomas, making with the Michigan Central R.R. a through line to Chicago via Detroit, and an almost air-line route will shortly be completed from Montreal to Toronto. At Toronto a system of branches diverges to Owen Sound on Georgian Bay (whence the Clyde-built steel steamships of the Company run twice a week to Port Arthur), to Orangeville and Teeswater and Elora. From Sudbury, a station north of Lake Huron, a branch road is building directly westward to the Sault Ste. Marie, where connection will shortly be made with roads in Northern Michigan; this will form a new short-line route by way of Montreal and Ottawa to St. Paul and Minneapolis.



THE MACKAY INSTITUTION FOR PROTESTANT DEAF MUTES, COTE ST. LUC ROAD.



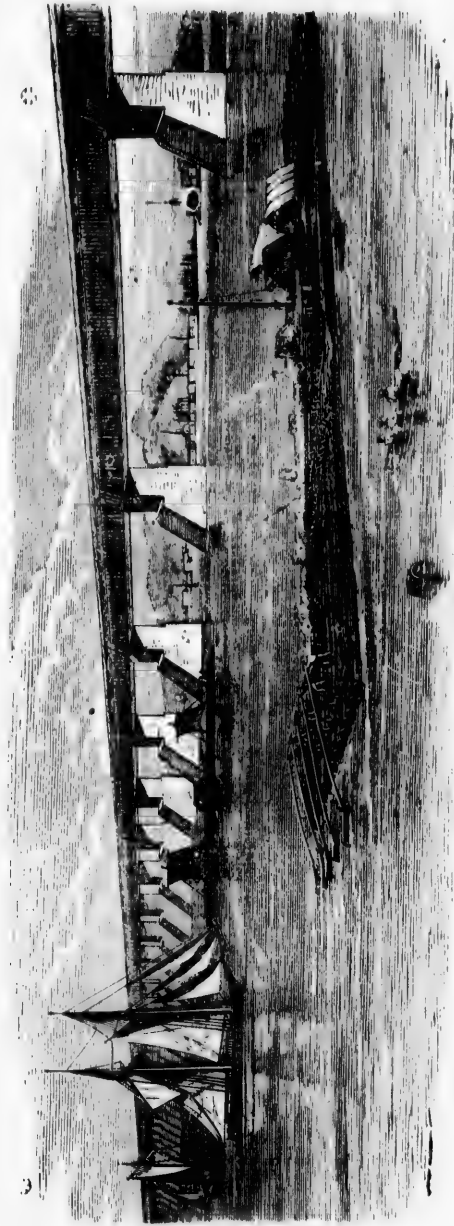
THE GRAND TRUNK RAILWAY'S BRIDGE ACROSS THE ST. LAWRENCE.



ONE OF THE GREAT WONDERS OF THE WORLD

THE VICTORIA BRIDGE

Serves the important purpose of giving an interrupted rail communication between the Eastern States, Canada, and the Great West. It is used for railway transit exclusively. This great work, sometimes classed as the eighth artificial wonder of the world, was completed in 1860 under the superintendence of Robert Stephenson and his associates, and is one mile and a quarter in length, or two miles, including the extensions. It is supported on twenty-four piers, the central span being three hundred and thirty feet in length, the remaining ones two hundred and forty-two feet, with massive abutments; the bridge tube is of iron, twenty-two feet high by sixteen wide, lessening at the ends. It was erected at a cost of \$6,300,000. The height of the centre span above ordinary river level is sixty feet. Three million cubic feet of masonry and ten thousand tons of iron enter into the construction of this gigantic work. Near the centre there is an opening which affords a magnificent view of the river and city. No railroad train is allowed to enter this bridge without a written permit from the proper officer, thus insuring exemption from collision or accident; the passage is somewhat cheerless, occupying some six minutes, though seeming much longer to the passenger. By obtaining a



THE VICTORIA BRIDGE, MONTREAL.—THE LONGEST BRIDGE IN THE WORLD.



permit at the Grand Trunk offices, tourists can inspect a portion of the interior of the bridge. The river beneath the bridge has a swift current, and the piers are calculated to withstand immense pressure from descending masses of ice.

The entrance is between high parapets of massive masonry, hewn in Egyptian style. Over the entrance, cut into the lintel, is the inscription :—

ERECTED A. D. MDCCCLIX.
ROBERT STEPHENSON AND ALEXANDER M. ROSS,
ENGINEERS.

Over lintel, just in front of the first tube is inscribed :—

BUILT BY JAMES HODGES
FOR SIR SAMUEL MORTON PETO, BART.
THOMAS BRASSEY AND EDWARD LADD BETTS
CONTRACTORS.

The iron for the superstructure was all prepared at Birkenhead and sent out, each piece so marked as to go readily into its place. The first stone was laid on July 20th, 1854, and first passenger train crossed December 19th, 1859.

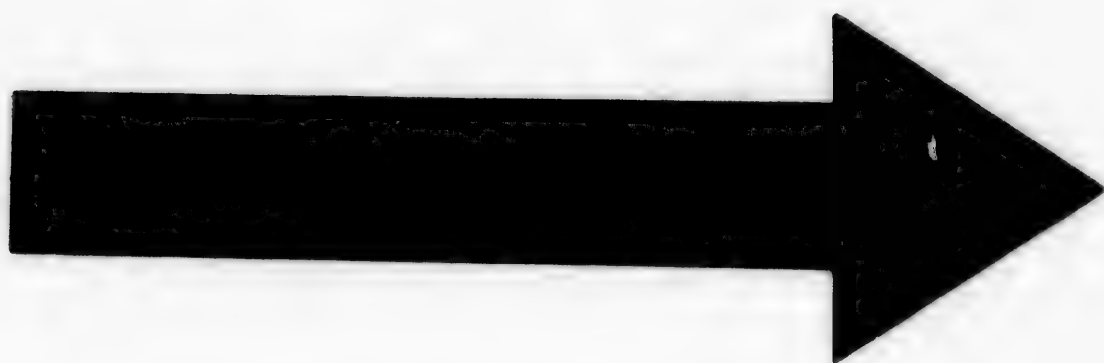
THE CANADIAN PACIFIC RAILWAY BRIDGE AT LACHINE,

Which was completed in 1887, crosses the river seven miles above Montreal. It was constructed by the Atlantic & North-west Railway Company, and is the communicating link between the north and south shores of the St. Lawrence. It connects the great Pacific system with the Eastern States and also with the short line to the sea at Halifax and St. John.

The masonry of the Lachine Bridge is composed of two abutments and 15 piers, the two abutments and two piers being built on dry land; there are four land spans of eighty feet in length, and those crossing the water are each 240 feet long. The deep water portion of the river is crossed by two flanking spans of 270 feet, and two cantilever spans each 408 feet in length, and these latter spans have an elevation of sixty feet above ordinary summer water level, and form one continuous truss 1356 feet long. The steel for the superstructure was made in Scotland, and the work of erection done by the Dominion Bridge Company, while the piers, which was the most difficult part of the work, were built by the firm of contractors, Messrs. Reid & Fleming.



THE ROYAL INSURANCE (NEW) BUILDINGS,
COR. NOTRE DAME ST. AND PLACE D'ARMES.



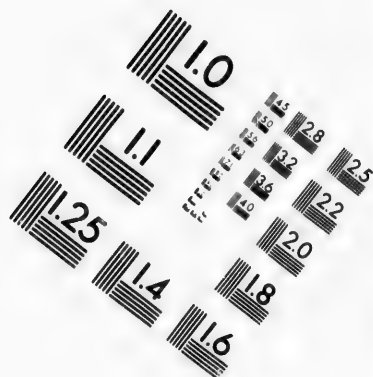
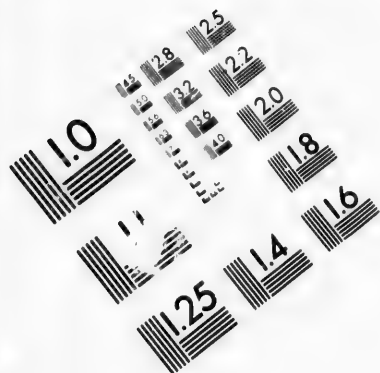
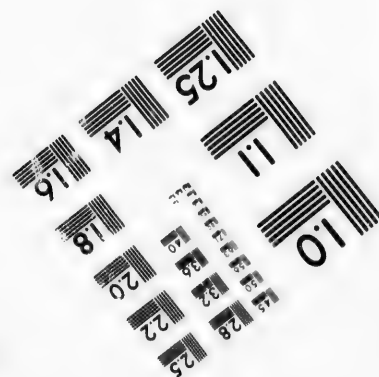
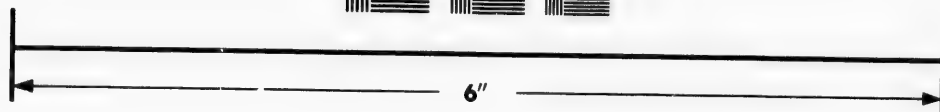
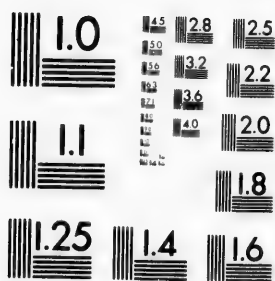


IMAGE EVALUATION TEST TARGET (MT-3)



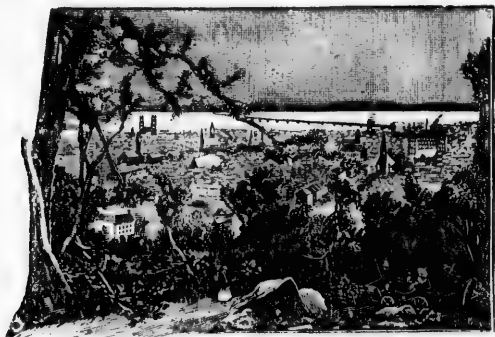
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MONTREAL



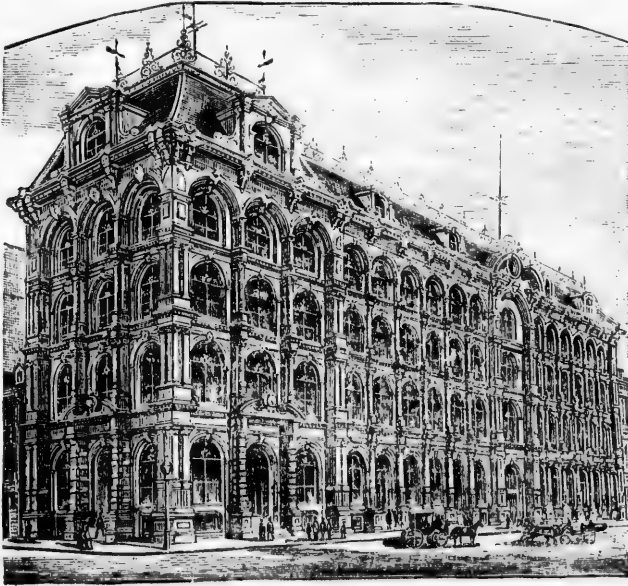
"THE CITY OF BEAUTIFUL CHURCHES."

THE CHURCHES OF MONTREAL.

FROM what has been said concerning the early settlement of Montreal, a stranger will be prepared to find a large number of churches. Tourists are always struck with this peculiarity; and Mark Twain, in a speech at a public dinner at the Windsor Hotel, said that he "never was in a city before where one could not throw a brick-bat without breaking a church window." The action and reaction constantly going on, in a community containing an unusual number of earnest men of all conceivable shades of ecclesiastical opinion, naturally excites a corresponding amount of zeal which has crystallized into stone and mortar. There is, however, a vast amount of tolerant feeling in religious matters, which quietly tides over disputes when they threaten to be dangerous, and demonstrates, alike in Protestant and Catholic, the falseness of Rousseau's maxim that "it is impossible to live at peace with people whom one believes to be eternally lost." In the old times, just after the conquest, the Protestants used one of the Roman churches for worship after the morning Mass. For

PICTURED
MONTREAL
DESCRIBED

twenty years after 1766 the Church of England people occupied the Church of the Recollets every Sunday afternoon. The Presbyterians used the same church before 1792, and when the congregation moved to their first church in St. Gabriel street, they presented to the priests of the Recollet Church a gift of candles for the high altar and of wine for the Mass, as a token of good-will and thanks for the gratuitous use of the church. These days have passed away, and every congregation now has its own church. Many of the buildings are very handsome. Commencing with the Roman communion, we take firstly the beautiful church of Notre Dame.



THE ALBERT BUILDINGS, VICTORIA SQUARE.

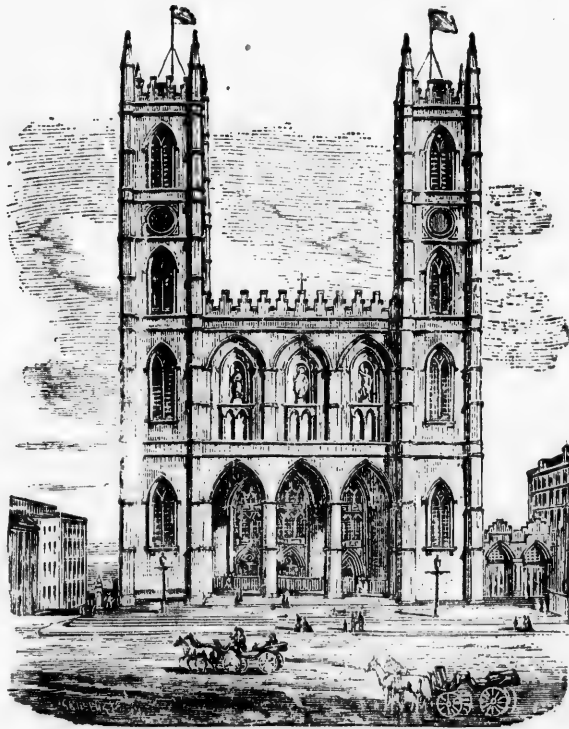
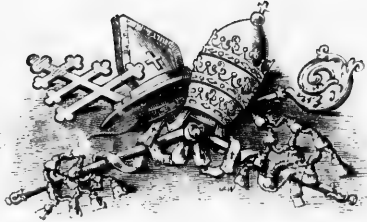
THE PARISH CHURCH OF NOTRE DAME, erroneously called by many the Cathedral, stands upon the Place d'Armes. It is built of cut limestone, in the Gothic style, and is much admired for its plain and simple stateliness. The length of the church is 255 feet, and its breadth is 134 feet. It will easily accommodate 10,000 persons ; but when crowded, as it sometimes is,



it actually has contained 15,000 people. The two principal towers are 227 feet high, and afford from their summit a broad panorama of the country around. The interior has been recently decorated in a somewhat florid manner. The carved woodwork of the choir is especially fine. It represents under the various biblical types the sacrifice of Jesus Christ. At High Mass, when crowded with worshippers, and when the choir is filled with robed ecclesiastics, officiating at the stately ceremonies of the Roman church, the effect is very imposing. The south-west tower is opened in summer; an elevator is provided, and visitors may ascend to the top on payment of twenty-five cents. There are ten bells in the towers, making a chime upon which, on great occasions, tunes are played. Besides these there is a very large one, "Le Gros Bourdon," called Jean Baptiste, weighing 29,400 lbs., the largest bell in America. The two largest of the other bells are christened Maria-Victoria and Edward-Albert-Louis. They weigh respectively 6041 and 3633 pounds. As for the view from the summit, Mr. D. W. Howells thus describes it:

"So far as the eye reaches it dwells only upon what is magnificent. All the features of that landscape are grand. Below you spreads the city, which has less that is merely mean in it than any other city of our continent, and which is everywhere ennobled by stately civic edifices, adorned with tasteful churches, and skirted by full-foliaged avenues of mansions and villas. Behind it rises the beautiful mountain, green with woods and gardens to its crest, and flanked on the east by an endless fertile plain, and on the west by another expanse, through which the Ottawa rushes, turbid and dark, to its confluence with the St. Lawrence; then those two mighty streams commingled flow past the city, lighting up the vast campaign country to the south, while upon the utmost southern verge, as on the northern, rise the cloudy summits of far-off mountains."

ST. PETER'S CATHEDRAL.—This building, which is now in course of construction, occupies one of the finest sites in the city, at the corner of Dominion Square and Dorchester Street. It is designed to reproduce, on a smaller scale, all those features of St. Peter's at Rome which are suited to the climate. It will have a similar façade in classic style of architecture, and be surmounted by a similar dome. The ground plan is cruciform, like its prototype, and the arms of the cross are

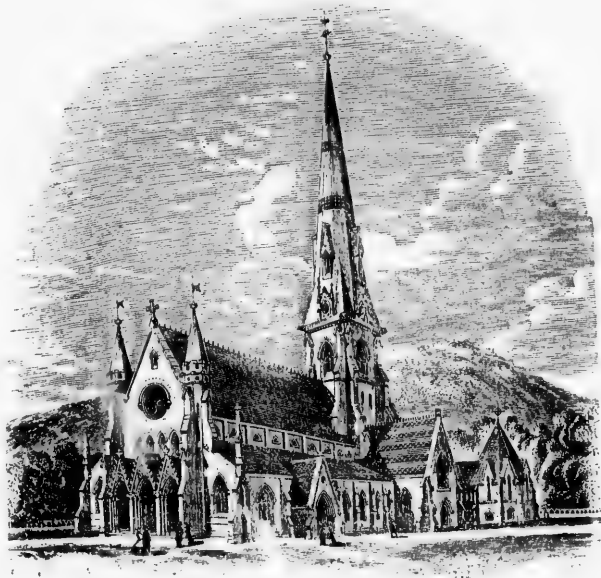


THE CHURCH OF NOTRE DAME (French Church), PLACE D'ARMES.



rounded both at the tribune and at the ends of the transept. It is to have a grand portico surmounted by statues, and smaller domes are to light the side chapels and tribune. The roof, however, will be sloping, in order to throw off the snow. With this alteration the church will be a reproduction of the grand Basilica. The dimensions are as follows:—Length of main building 300 feet, portico 30 feet, total length 330 feet, breadth at transept 225 feet, height from pavement to ridge of roof 80 feet, height of dome with lantern, ball and cross 250 feet, diameter of dome upon the inside 70 feet, width of nave 40 feet. These dimensions are as near as possible one half of the great Roman church, and still the building will surpass all other churches in Canada as to size. The exterior is plain, but the intention is to make the interior as magnificent as possible, after the manner of Italian churches. The present humble cathedral in brick will no doubt be swept away on the completion of this. The large building in the rear, facing towards the river, is the Bishop's palace. The whole design originated with the late Archbishop Bourget after his church and palace in St. Denis street had been destroyed in the great fire of 1852. Like its prototype it was commenced before the money to finish it was all in hand, and the work is stopped awaiting further contributions, which will no doubt come in due time.

CHRIST CHURCH CATHEDRAL, on St. Catherine street, is a monument of the taste and energy of the first resident Anglican Bishop of Montreal, Dr. Fulford, whose memorial stands close by on its eastern side. This group of buildings, though in point of size not so imposing as some of the Roman Catholic churches, far surpasses them in unity and beauty of architectural style and in correctness of proportion. The Fulford Memorial resembles the much-admired Martyr's Memorial at Oxford, and was erected by public subscription in honor of a man much beloved. The church is built of Montreal limestone, faced with white sand-stone brought from Caen in Normandy. Its dimensions are: total length 212 feet, length of transept 100 feet, height of spire 224 feet. The church is built in the form of a Latin cross in the early English style



CHRIST CHURCH CATHEDRAL, ST. CATHERINE ST.

of architecture. The height of the nave is 67 feet. In point of interior decoration the church is cold, but this effect is relieved to some extent by the colors in the stained glass windows. The western window is very beautiful, as also are those in the transept, and some, but not all, of those in the nave. The capitals of the columns are carved in imitation of different Canadian plants, and the seats in the choir are very handsome. A passage leads to the Chapter House, an octagonal building, harmonious in style, and aiding the general effect with its broken outlines. Noticeable in the church is the font, a very beautiful work, presented by a parishioner. In rear of the Cathedral, and facing the same way, are

BISHOP'S COURT, the residence of the Bishop, and the RECTORY, the residence of the Rector of the church.



ST. GEORGE'S CHURCH.—This church is admirably situated at the south-west corner of Dominion square, at the junction of Osborne and Windsor streets. The architecture is an adaptation of thirteenth century Gothic. Its material is native limestone, with the decorative parts in sandstone from Ohio. It has a handsome stone porch, the nave is unobstructed with piers, and the roof with its wide span has been much admired. The tower and spire, which is wanted to complete the design, will be shortly built, and will be 230 feet high from ground to apex. The schools in connection with the church meet in a separate building adjoining, which is used for public parochial schools as well as Sunday schools. The present edifice was completed in 1870; the building in rear of the church facing on Windsor street is the Rectory.

ST. STEPHEN'S CHURCH.—This is a very pretty church, notable not only for its architecture, but for the exceedingly convenient plan upon which it is built. It is the outcome of much patient thought and practical talent.

CHURCH OF ST. JAMES THE APOSTLE.—This church is pleasantly situated upon St. Catherine street west. It is a solid but unpretending early English structure. The stalls and reredos are of butterwood, and are much admired. The pulpit is a very handsome work in Caen stone and Egyptian marble. The congregation is an offshoot of the earlier St. Stephen's church. The great attraction of the Church of St. James the Apostle is the Sunday afternoon litany service, discontinued during the summer months. The musical part of the service receives special attention at all times.

Other Anglican churches are St. John the Evangelist's, on St. Urbain street; St. Martin's, on Upper St. Urbain street; Trinity, on St. Denis street; St. Thomas, on St. Mary street; St. Luke's, on Dorchester street east; St. Jude's, on Coursol street; Grace church, Point St. Charles; St. Mary's, at Hochelaga; and l'Eglise du Redempteur (French), on St. Joseph street.

PRESBYTERIAN CHURCHES.—The different Presbyterian bodies of Canada were united a few years ago into one, under the name of the Presbyterian Church in Canada. The union was objected to by a few of the ministers of the "Old



FIRST BAPTIST CHURCH, ST. CATHERINE ST.



DOUGLAS METHODIST CHURCH, ST. CATHERINE ST.

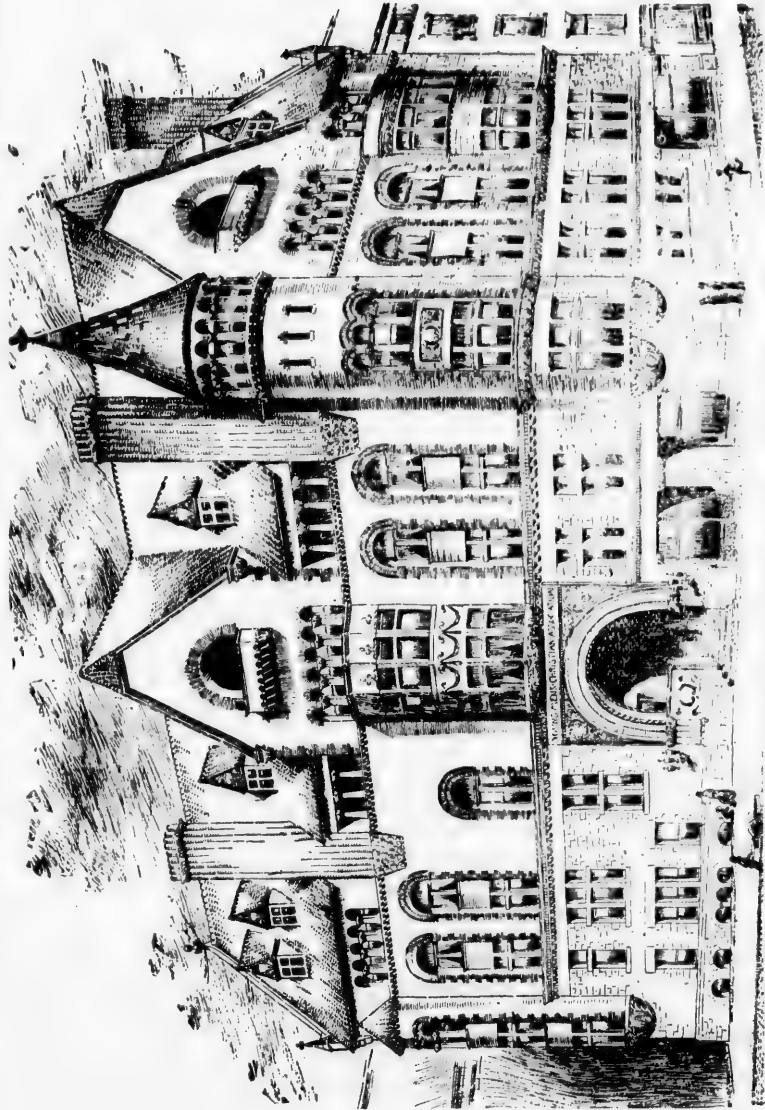


Kirk," and one important congregation in Montreal, that of St. Andrew's, still holds out against it.

CRESCENT STREET CHURCH.—This imposing edifice is built of Montreal limestone, and is situated on the corner of Dorchester and Crescent streets. It is a Gothic church of the 13th century French style, specially adapted to the modern requirements of congregational worship. The seats are arranged in curves round the pulpit at the end of the church, and the spectator, judging from the interior, would pronounce the building to be circular or octagonal. It possesses a dignified front with three portals, deeply recessed and moulded. The tower and spire are of graceful design, and are together 217 feet high. At the back of the church is a spacious lecture hall and Sunday school room, forming a two-story building. The congregation was founded in 1844, after the disruption of the Church of Scotland as a Free Church. The first church was in Cotté street. The congregation removed to the present one in 1878.



CRESCENT ST. (Presbyterian) CHURCH.



THE "YOUNG MEN'S CHRISTIAN ASSOCIATION," NEW BUILDING, DOMINION SQUARE.



CHURCHES OF MONTREAL.

The following is a list of the principal Churches in the City :

PROTESTANT.

EPISCOPAL.

The hours of service on Sundays are usually 11 a. m. and 7 p. m. ; prayer meetings are held in most of the Churches at 8 p. m. on Wednesday.

CHRIST CHURCH CATHEDRAL.—Corner St. Catherine and University Streets—Most Rev. W. B. Bond, D.D., Bishop of Montreal ; Rev. J. Carmichael, Dean ; Rev. L. Evans, M. A., Archdeacon of Montreal.

CATHEDRAL CLERGY—Rev. J. G. Norton, M. A., Rector ; Rev. A. J. Smith, Assistant Minister.

TRINITY CHURCH—St. Denis St.—Rev. Canon W. L. Mills, Rector.

ST. GEORGE—Dominion Square—Rev. Dean Carmichael, Rector ; Rev. L. N. Tucker, Assistant Minister.

ST. JOHN THE EVANGELIST—(Free Seat) St. Urbain Street—Rev. E. Wood, M. A., Incumbent ; Rev. W. Wright, M. D., and Rev. Arthur French, B. A., Assistant Ministers.

ST. JAMES THE APOSTLE—St. Catherine Street West—Rev. Canon Ellegood, M. A., Incumbent ; Rev. J. Walker, Assistant Minister.

ST. STEPHEN'S—Inspector St.—Ven. Archdeacon Evans, M. A., Rector.

ST. LUKE'S—(Free Seat) Champlain Street.—Rev. C. Cunningham, Incumbent.

ST. THOMAS—Notre Dame St.—Rev. Robert Lindsay, M. A., Rector.

ST. MARY'S—Hochelaga—Rev. John Edgecombe, Incumbent and Chaplain to the Jail.

GRACE CHURCH—Wellington Street.—Rev. John Kerr, Rector.

ST. JUDE'S CHURCH—Coursol Street.—Rev. J. H. Dixon, Rector.



ST. GEORGE'S CHURCH. VERY REV. DEAN CARMICHAEL'S RES. REV. S. P. RUSSELL'S RES. DOMINION SQUARE METHODIST CHURCH.



ST. MATHIAS—Cote St. Antoine—Rev. — Boucher, Rector
 ST. MARTIN'S—Upper St. Urbain St.—Rev. G. O. Troop,
 M. A., Rector.

EGLISE DU RÉDEMPTEUR.—Chatham Street—Rev. D. Lari-
 vière, B. A., Rector.

REFORMED EPISCOPAL.

ST. BARTHOLOMEW'S.—Beaver Hall Hill.—Rev. Chs. Tulley.

PRESBYTERIAN CHURCH IN CANADA.

ST. PAUL'S—Dorchester St.—Rev. J. Barclay, M. A.,
 Pastor.

ST. GABRIEL CHURCH—St. Catherine Street.—Rev. R.
 Campbell, M. A., Pastor.

KNOX CHURCH.—Dorchester Street, corner Mansfield.—
 Rev. James Fleck, B. A., Pastor.

CRESCENT ST. CHURCH—Dorchester St. corner Crescent.—
 Rev. A. B. McKay, D. D., Pastor.

ERSKINE CHURCH—Corner St. Catherine and Peel Streets.
 —Rev. ———, Pastor.

STANLEY ST. CHURCH.—Stanley Street.—Rev. F. M. Dewey,
 M. A., Pastor.

CHALMER'S CHURCH.—St. Lawrence Street.—Rev. G. Col-
 borne Heine, M. A., Pastor.

ST. MARK'S CHURCH—William Street.—Rev. John Nichols,
 Pastor.

CALVIN'S CHURCH—Notre Dame Street West.—Rev. W. J.
 Smyth, B. A., Ph. D., Pastor.

TAYLOR CHURCH.—Champlain St.

ST. MATTHEW'S.—Congregation Street.—Rev. W. R.
 Cruickshanks, B. A., Pastor.

EGLISE ST. JEAN.—St. Catherine Street.—Rev. C. A. Dou-
 diet, Pastor.

EGLISE DU SAUVEUR.—Canning Street.—Rev. ———, Pastor.

AMERICAN PRESBYTERIAN CHURCH.—Dorchester Street.—
 Rev. G. H. Wells, Pastor.

AMERICAN PRESBYTERIAN CHAPEL.—Inspector Street.—
 Rev. Stewart Oxley, B. A., Pastor.

MELVILLE PRESBYTERIAN CHURCH.—Cote St. Antoine.—
 Rev. John McGillivray, Pastor.



CHURCH OF SCOTLAND.

ST. ANDREW'S CHURCH.—Beaver Hall Hill.—Rev. J. Edgar Hill, M. A., B. D., Pastor.

METHODIST CHURCH.

ST. JAMES CHURCH.—Rev. James Henderson.
 SHERBROOKE STREET CHURCH.—Rev. T. G. Williams.
 MOUNTAIN “ “ —Rev. J. T. Pitcher.
 DOMINION SQUARE “ —Rev. S. P. Rose.
 DOUGLAS “ —Rev. J. C. Antliff, M. A., D. D.
 PALACE STREET “ —Rev. A. McCann.
 DORCHESTER “ —Rev. C. E. Bland, B. A.
 CANNING STREET “ —Rev. C. R. Flanders, B. A.
 POINT ST. CHARLES “ —Rev. J. Scanlon.
 COTE ST. PAUL “ —Rev. Geo. H. Porter, M. A.

CONGREGATIONAL.

EMMANUEL CHURCH.—St. Catherine Street, corner Stanley.
 —Rev. — Pulsford, Pastor.
 CALVARY CHURCH.—Guy Street.—Rev. Edward Hill, M. A., Pastor.

BAPTIST.

FIRST BAPTIST CHURCH.—St. Catherine Street, corner of City Councillors—Rev. E. K. Cressey, M. A., Pastor.
 OLIVET BAPTIST CHURCH.—Corner Mountain and Osborne Streets.—Rev. A. G. Upham, Pastor.
 FRENCH BAPTIST CHURCH.—L'Oratoire, Mance Street.—Rev. A. L. Therrien, Pastor.

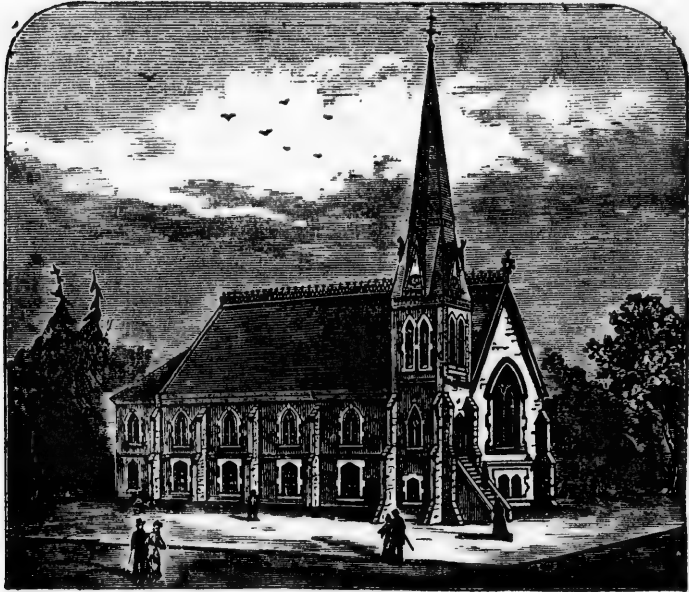
UNITARIAN.

CHURCH OF THE MESSIAH.—Beaver Hall Hill.—Rev. W. S. Barnes, Pastor.



ST. JUDE'S CHURCH,

COR. OF COURSOL & VINET STREETS.



THE REV. J. H. DIXON Rector.

J. H. REDFERN & JOHN FORGRAVE WARDENS.
MISS KIRKMAN, CHOIR LEADER.
MRS. PARRATT, ORGANIST



GERMAN PROTESTANT.—St. John's Church, St. Dominique Street.—Rev. H. Ongerth, Minister

SWEDENBORGIAN.—New Jerusalem Church, corner of Dorchester and Hanover streets.—Rev. E. Gould.

ADVENT CHRISTIAN CONGREGATION.—St. Catherine Street.—W. W. Robertson, Elder.

UNITED FREE CHURCH.—Chatham Street.

Services are also held in the Suburbs in missions connected with the various Denominations.

ROMAN CATHOLIC.

The Right Rev. E. C. Fabre, Archbishop of Montreal ; Right Rev. P. A. Pinsonneault, Bishop of Birtha ; Very Revds. H. Moreau, V. G. ; P. E. Lussier, Secretary ; P. Leblanc, L. T. Plamondon. G. Lamarche, E. Moreau, J. Séguin, J. L. Mongeau, P. Dufresne, Canons.

SEMINARY OF MONTREAL.—Rev. M. J. Colin, Superior ; Revds B. V. Rousselot, curate ; J. B. Larue, Procureur ; Revds. M. E. Picard, L. Bilon, F. Daniel, D. Tambereau, C. Lenoir, R. Rousseau, V. Sorin.

BONSECOURS CHURCH.—Low Mass, 6.30 to 7.45 a. m. ; evening, 5.00 p. m. St. Paul Street.

CATHEDRAL.—Low Mass, 5.30, 6.30, 7.30 ; High Mass, 10 a. m. ; Vespers, 3.15 p. m. ; evening, 7 p. m. Cathedral street.

CHURCH OF THE GESU.—Low Mass 5.15, 6.30, 7, 7.30 and 8 ; High Mass, 10 a. m. ; Vespers, 3.30 p. m. ; evening, 6 and 8. Bleury Street.

NOTRE DAME (Parish).—Low Mass, 5, 5.30, 6, 6.30, 7, 7.30, 8 a. m. ; Sunday and Obligatory Feasts, High Mass, 10 a. m. ; Vespers, 3.30 p. m. Place D'Armes.

GENERAL HOSPITAL CHURCH.—Grey Nunnery, Guy Street. HOSPICE ST. JOSEPH.—Mignonne Street.

HOTEL DIEU.—Pine Avenue.

L'ENFANT JÉSUS DU COTEAU ST. LOUIS.—Coteau St. Louis.

NOTRE DAME DE GRACE.

NOTRE DAME DES ANGES.—Lagauchetière Street.

NOTRE DAME DES NEIGES.

NOTRE DAME DE LOURDES.—St. Catherine Street East.



NOTRE DAME DE PITIÉ.—(Sunday).—Notre Dame Street.
 SISTERS OF MERCY.—Dorchester Street.
 ST. ANN'S.—Basin cor. McCord Street.
 ST. BRIDGET'S.—Cor. Dorchester and Seaton.
 ST. JAMES.—(Parish)—St. Denis Street.
 ST. JOSEPH.—Richmond Street.
 ST. PATRICK'S (Parish).—Cor. Lagauchetière and St. Alexander streets.
 ST. PETER'S.—Corner Visitation and Dorchester Streets.
 ST. VINCENT DE PAUL.—St. Catherine Street.

JEWISH.

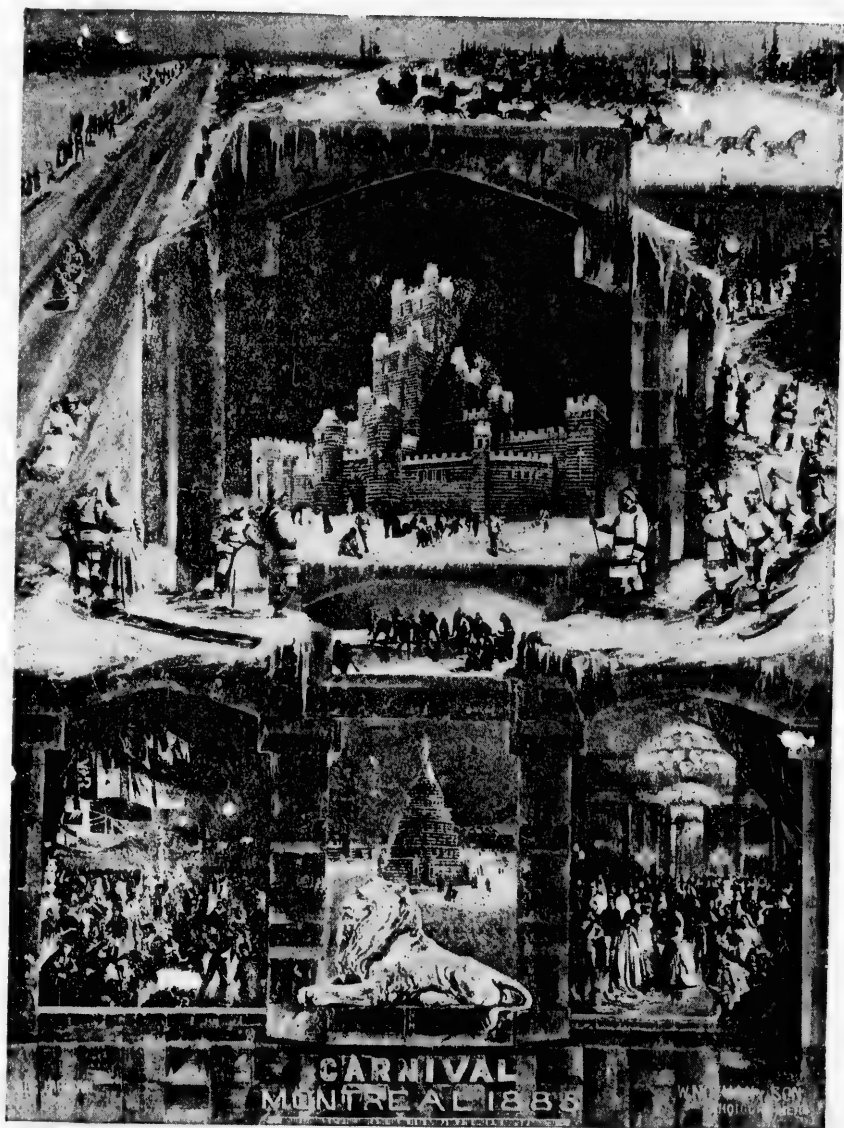
JEWISH SYNAGOGUE (German and Polish)—McGill College Av.—Rev. E. Friculander.
 JEWISH SYNAGOGUE (Spanish and Portuguese).—Stanley Street.—Rev. M. DeSola, Rabbi.
 TEMPLE EMMANUEL (Reform).—St. Catherine Street.—Rev. S. Eisenberg, Rabbi.

CHARITABLE INSTITUTIONS.

AMONG THE PRINCIPAL ARE THE FOLLOWING:—

THE MONTREAL GENERAL HOSPITAL

Owes its origin to the philanthropic efforts of a number of ladies, who, about the year 1815, formed themselves into a society, called the "Ladies' Benevolent Society." The inhabitants entered so heartily into the scheme, that in 1818 a fund of £1,200 was raised for the purposes of the Society, and a soup kitchen was opened, where the ladies superintended the distribution; but more than this was needed, and the necessity of providing for the sick was presented to the public. The citizens determined to proceed with the erection of a building, and on the 6th day of June, 1821, the foundation stone of the building (which now forms the centre portion) was laid with Masonic honors by the Right Worshipful Sir John Johnson, Bart., Past Provincial Grand Master of Canada. In less than a year the building was finished, and on the first of May, 1822, it was opened for the reception of patients. On the 18th May, 1831, the Hon. John Richardson, the first president of



THE CARNIVAL AT MONTREAL, FEB., 1885—THE ICE PALACE—
A SOUVENIR. PHOTOGRAPHED BY MESSRS. WM. NOTMAN & SON.



the Institution, died at the age of 76 years. His friends, desirous of erecting some monument to his memory, at first decided to place a cenotaph in Christ Church, but when the subscription list was closed, it was found that the amount subscribed far exceeded that required for the work, and as demands for admission to the hospital were greater than its capacity, it was resolved to devote the money thus acquired to the enlargement of the building, by erecting a wing, to be called the "Richardson Wing."

In 1848 the widow of the late Chief Justice Reid added the wing known as the "Reid Wing," as a monument to the memory of her husband. Fourteen years ago another wing was added in memory of the late Mr. Thomas Morland. The building fronts on St. Dominique street.

Many legacies have recently been received, and it is contemplated to further enlarge the hospital at an early date.

During the year 1889 the total number of indoor patients treated in the Hospital was 2,239, and there were 13,348 consultations given in the general out-door department during the same time.

The annual cost of the maintenance of this excellent Institution is about \$40,000.00.

THE HOTEL DIEU

Was founded in 1644 by Mdme. de Bouillon, for the reception of the sick and poor, and was situated on St. Paul street, along which it extended 324 feet, and on St. Sulpice it was 468 feet in depth. The building consisted of a hospital, convent and church. Before the establishment of the Montreal General Hospital, this was the only place to which the afflicted poor of this city could be sent for relief. It furnished for many years a refuge for the miserable and help for the sick, to whose comfort the sisters devoted themselves with the most praiseworthy benevolence. The increased demand for aid rendered it necessary that more extensive premises should be obtained, added to which was the fact that the neighborhood was so quickly built up that it became necessary to remove the hospital to a more open locality. To meet this the present



extensive premises on St. Famille street were erected. This is the most extensive religious edifice in America. It is composed of the church, convent and hospital. The grounds are surrounded by a massive stone wall, the circumference of which is one and a half miles. The physicians of the Institution are the Professors of the French School of Medicine. The surgical cases, for the most part, come under the care of Dr. Hingston, late president of the Canada Medical Association, and one of the most accomplished surgeons on the continent. Previous to the Conquest the Hotel-Dieu was supplied with medicines and other necessities by the French Government; at present the funds are derived from rents on lands, charitable bequests or donations, and an annual grant from Parliament.

THE NOTRE DAME HOSPITAL.

In connection with the Laval University, is situated on Notre Dame street, near Dalhousie square. It is open to the sick of all creeds.

ROYAL VICTORIA HOSPITAL.

With a view of commemorating 1887 as the Jubilee year of the reign of Her Majesty Queen Victoria, Sir Donald Smith and Sir George Stephen, of Montreal, have given a million dollars for the construction and equipment of the Royal Victoria Hospital. The city has given the site—a beautiful slope on the southern portion of Mount Royal Park, and building operations have already been commenced.

THE WESTERN HOSPITAL.

An Act of Incorporation having been obtained in 1875, a subscription list was opened, and in a very short time upwards of \$30,000 were subscribed to build a hospital in the western part of the city, to be called the "Western Hospital," for the benefit of the sick poor, irrespective of creed, country or color. A large block of land was purchased upon the corner of Dorchester street and Atwater avenue, and upon one corner of



this property the late Major Mills erected a handsome building, costing \$13,000, which provides accommodation for about fifty beds. The hospital is doing good work.

THE GREY NUNNERY

Is a large hospital and nunnery, situated on Guy street, and extending south to Dorchester street. Of the size of the institution we may form an idea from the fact that at present it contains 139 nuns (known as the Sisters of Charity), 37 novices, and 500 inmates, while over 5,000 visits are annually made to the sick and poor of the city, and from the Dispensary over 10,000 prescriptions are given to the poor during each year.

The patients are chiefly very young children and old people who are helpless and infirm. The establishment is conducted under the entire guidance of the Sisters of the order of Grey Nuns. These good ladies have also a number of other institutions in the city under their care, viz.: St. Joseph's Asylum and Dispensary, St. Patrick's Asylum, Hospice St. Charles, Bethlehem Asylum, Nazareth Asylum for the Blind, St. Bridget's Asylum, and St. Joseph's Infant School and Creche. This last mentioned institution, 541 St. James St., opposite the G.T.R. Station, takes care during the day of young children whose mothers are at work.

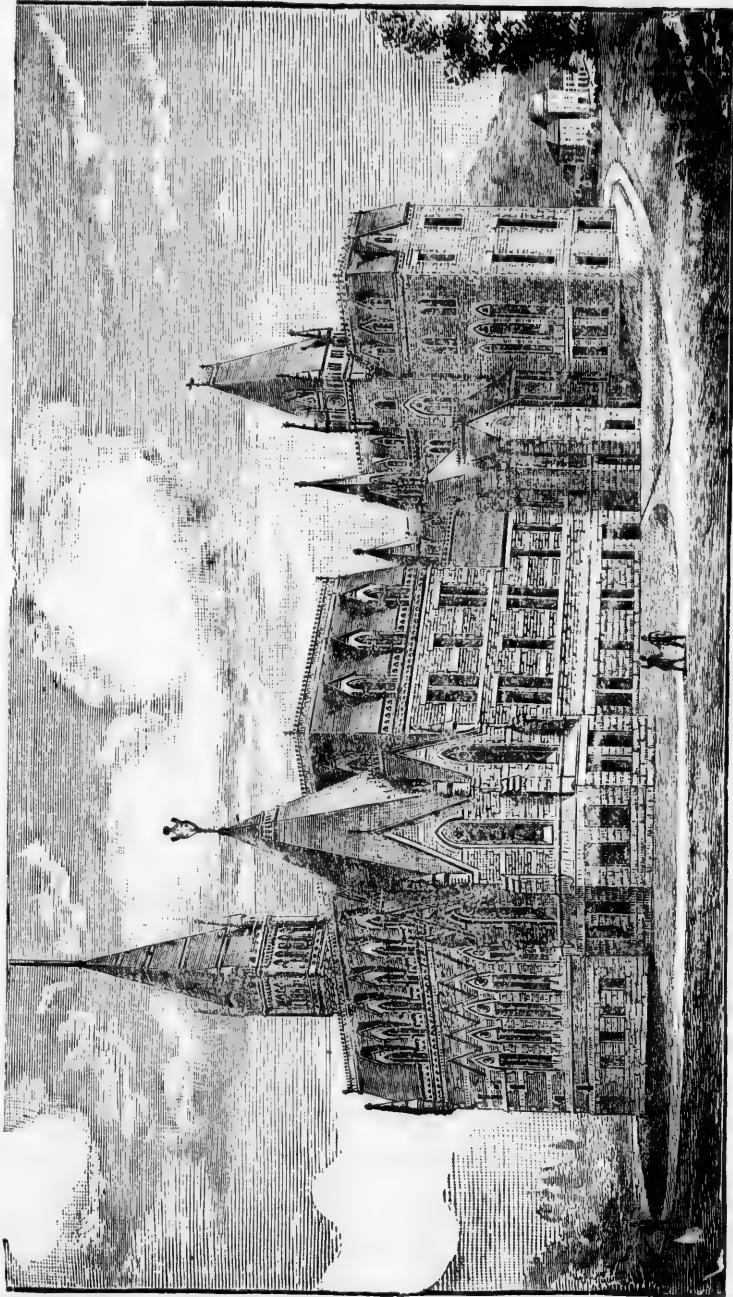
THE PROTESTANT ORPHAN ASYLUM,

On St. Catherine street, cares for boys and girls until they are twelve years of age, when they are placed with families, who are bound to report annually on their conduct and welfare.

PROTESTANT HOUSE OF INDUSTRY AND REFUGE.

A large brick building situated on Dorchester Street, near Bleury, where shelter and relief is given to the homeless and friendless poor.

A country house for the accommodation of helpless and aged inmates has recently been erected on the Molson farm, a few miles east of the city.



THE DAVID MORRICE HALL AND LIBRARY—PRESBYTERIAN COLLEGE, MONTREAL—South View.



OUT WITH THE "MOUNT ROYAL" TANDEM CLUB.



THE PROTESTANT INFANTS' HOME,

Guy street, receives infants and foundlings, and provides for them till of an age to be placed in families, or adopted.

THE HERVEY INSTITUTE.

A handsome stone building on Mountain street, where young children are cared for who have lost one or both parents.

ST. PATRICK'S ORPHAN ASYLUM,

Connected with St. Patrick's Church, contains about 200 inmates. It was founded in 1849 solely for Irish orphans and aged persons. In connection with this Asylum is also an infant school, taught by the Sisters, which is attended by 450 pupils.

THE MACKAY INSTITUTE FOR DEAF MUTES.

Named after its generous founder, the late Joseph Mackay, Esq., is situated at Cote St. Antoine, and is a handsome structure. Protestant deaf-mutes are educated here, and also trained in industrial pursuits.

THE LADIES' BENEVOLENT INSTITUTION

Is situated on Berthelet Street. It is a large building surrounded by extensive grounds. Children are here educated and provided for till they are of an age to be placed in situations.

THE WOMEN'S PROTECTIVE IMMIGRATION SOCIETY

receives and looks after the comfort of female immigrants till they can procure situations.

Many other charitable and benevolent Institutions exist in the city, to which we have not space to allude.



PLACES OF AMUSEMENT.

THE ACADEMY OF MUSIC,

situated on Victoria street, corner of St. Catherine, is the leading Theatre, and is exceedingly well conducted, all its appointments being as perfect as its size permits.

THE THEATRE ROYAL,

on Cotté street, has been recently altered and much improved internally, and is well managed.

THE VICTORIA SKATING RINK

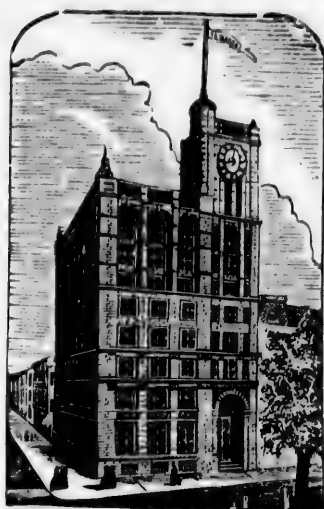
is situated on Drummond street. This building, 200 feet by 80, furnishes a large field of ice, free from obstruction. Skating carnivals and masquerades take place frequently in winter, and it is also frequently used as a concert hall during summer.

QUEEN'S HALL,

on St. Catherine street, is one of the finest and most commodious Halls in the country. It contains a powerful organ.

TURKISH BATH INSTITUTE.

The Turkish Bath Institute and Home of Health has become one of the best known public institutions in Montreal. It is centrally situated, being on St. Monique St., at the foot of McGill College Ave., and not far from the Windsor hotel. The building is five stories high, towering over the surroundings, and contains one hundred and fifty apartments. The baths, situated in the first story, are complete in every detail, roomy and luxurious. No baths on the continent are better fitted for the administration of the Turkish or hot air bath, and all forms of hot and cold water bathing in the most efficient and enjoyable manner. In the treatment of the sick the baths are supplemented by massage and Swedish movement treatment, together with that strict attention to physiological law and nature's simplest means of cure, which the most advanced thinkers in the medical world are now so ear-



NEW YORK LIFE BUILDING,
MONTREAL.



THE VICTORIA RIFLES' ARMORY, CATHCART ST.

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MONTREAL

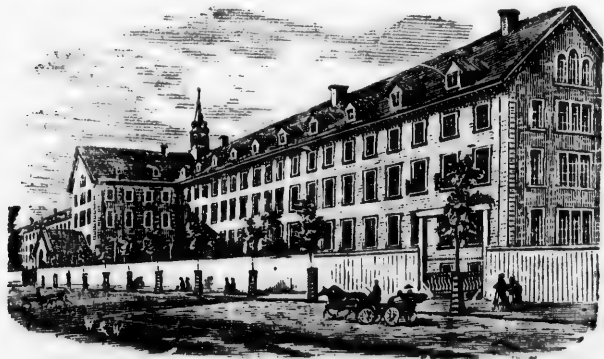
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nestly inculcating. The success of this institute in the treatment of the ailing, particularly rheumatic cases and the different forms of blood disease, is undeniable. In 1889 an Artesian Well, 1550 ft. deep, was added to the attractions of the establishment, and is now yielding an unlimited quantity of a remarkably soft and pure quality of Sulphur water. The immense swimming bath of the institute will hereafter be supplied with this valuable medicinal water.

A prominent feature of the Montreal Turkish Bath is the accommodation for travellers. About seventy-five rooms are devoted to this purpose. The superior character of the rooms and furnishings, the choice and healthful dietary, and the attraction of the baths, have made a great success of the hotel department of the institute.

The sanitarium department is in charge of Dr. B. A. Macbean, M.D., who built the original baths in 1869. Dr. Macbean is an earnest representative of modern rationalism in the science of medicine, being the pioneer in Montreal of his school.

The business management is in the hands of Mr. F. E. McKyes, to whom applications for circulars or information should be addressed.

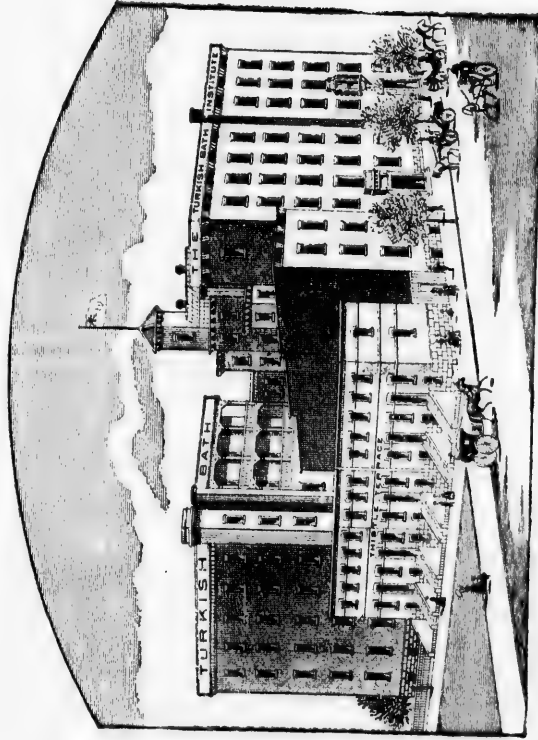


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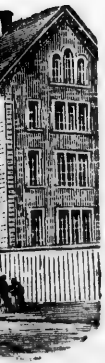
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THE TURKISH BATH & HOME OF HEALTH, ST. MONIQUE ST., MONTREAL.



JOHN RUSSELL,
Inventor of the
CURVILINEAR SYSTEM OF LADIES' DRESS-CUTTING,
2341 St. Catherine Street, MONTREAL.

Twelve months since the above new invention was completed, and since then some hundreds of ladies' and girls' new dresses have been made from it with the most gratifying results.

The superior style and appearance of Ladies' Dresses cut by this system commends itself as worthy of notice to ladies who like a high degree of excellence.

Mrs. Russell has just returned from Europe, having spent some time in the great centres of fashion, and has secured the services of a talented lady as manager of the workroom, thus getting into a better position to meet the requirements of a fast increasing trade.

Some ladies do not forget one important item before the Winter and Spring seasons commence. A great many do not think of it at all till the changes take place. When dress-makers are hurried over their work and orders come in faster than they can be turned out, ladies' dresses do not get as much consideration as they would if ladies would give their orders a little earlier in the season. As a rule, an elegant costume, superb fit, style and finish, requires time to execute the work, and first-class artists are annoyed at having to be hurried up when a little forethought on the matter would remedy things.

∞ Ladies' Tailor-Made Dresses ∞

**ARE THE LEADING FEATURE OF THIS
SEASON'S FASHIONS.**

These dresses are very useful, always right for any occasion, and very charming in appearance. They must have superior workmanship put into them, otherwise they are clumsy and have a botchy appearance.

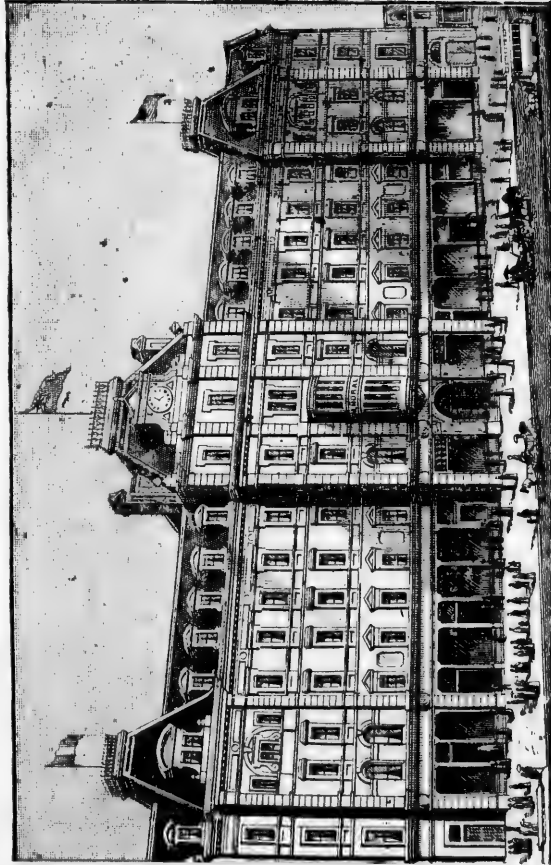
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Evening Dresses, Presentation Dresses,
Made in the Newest Fashions.**

**Ladies' and Girls' Underwear
kept in Stock and**

MADE TO ORDER ON THE PREMISES.

All orders entrusted to us will receive the *Greatest Care*.
The *Highest Style* and *Perfect Fit* may be relied upon.

CHARGES MODERATE.



HOTEL BALMORAL, NOTE DAME ST.

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MONTREAL'S HOTELS.



The city has hotel accommodation of superior excellence, that will well induce visitors to extend their visit in their attempts to exhaust all the sights and drives of this beautiful city and the delightful country around it.

THE WINDSOR HOTEL.

The Windsor Hotel, on Dominion Square, is one of the finest hotels in America, whether for style of architecture, commodiousness, comfort or completeness. It is one of the chief of those palatial hotels peculiar to America, in which, under one roof, every comfort and convenience of life can be found. The main entrance is from the Square and opens into the grand rotunda, where are situated the hotel office, the waiting-room, the telegraph and ticket-office, the news-stand, coat-rooms, etc. Closely connected by passages are the wash-rooms, the billiard room, the bar, the barber's shop, a haberdasher's shop and a chemist's shop. The rotunda has a domed roof handsomely frescoed, and is lit from the top by large sky-lights. A handsome marble staircase leads to the grand corridor 180 feet long by 30 wide, out of which opens a suite of handsome drawing rooms. On the same flat is the main dining-room, 112 feet long by 52 feet wide, marble-floored, and beautifully frescoed. A smaller dining-room, 60 feet by 40, opens out of this. The bed-rooms are all supplied with hot and cold water, and are roomy and well warmed and ventilated. The hotel is handsomely and luxuriously furnished throughout, and its situation is healthy and airy.



THE ST. LAWRENCE HALL.

The St. Lawrence Hall, on St. James street, ranks next to the Windsor, and is the most centrally situated hotel in the city. It is the next building west of the Post Office, and close to all the banks and business offices. Until the Windsor was built, it was the most fashionable hotel. It has been enlarged and improved to meet every want of visitors.

THE HOTEL BALMORAL.

Hotel Balmoral was erected new during the years 1885-86. It is built of grey stone, and is seven stories high, contains accommodation for 400 guests, and fronts 210 feet on that historic thoroughfare known as Notre Dame Street. The furniture, elevator and general decorations throughout in the line of carpets, etc., are rich and handsome. The office, reading and smoking rooms, telegraph and ticket office, news and cigar stands and bar are all on the ground floor, and are laid in marble. It is claimed to be the most complete hotel in Montreal, and nothing that would add to the comfort or convenience of its guests has been left out in its construction, official staff or management. The electric fire alarm



precautions and system employed here is the most perfect and practical of any hotel on this continent. Every room is supplied with this alarm, and every outside room is accessible to a fire-escape.

THE RICHELIEU HOTEL, St. Vincent St.

The Richelieu, so ably conducted by its proprietor, Mr. Isidore Durocher, is a first-class hotel in every sense of that comprehensive word, and is carried out in the best Continental and American systems, on the most liberal scale. It is the only first class hotel situated in the centre of the city of Montreal kept on the American and European plans—a necessity so long desired by the travelling public.

THE ALBION HOTEL.

The Albion Hotel situated on McGill St., is a first class Hotel. Most ably managed, and where good fare and moderate rates will be found to be tempting features.

5c. Smoke New **5c.**

“Red Star”

CIGARETTES

With Bands

Ask for them! Try them!

5 Cents

The Best in the Market.

5c. “SELL LIKE HOT CAKES.” **5c.**



THE CANADIAN PACIFIC RAILWAY "WINDSOR STATION," MONTREAL.

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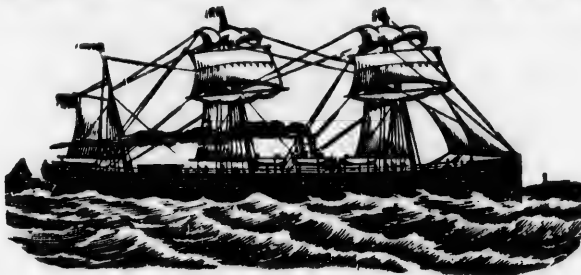
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5c.

CANADA SHIPPING COMPANY.

BEAVER LINE OF STEAMSHIPS,



SAILING WEEKLY BETWEEN

Montreal and Liverpool

DURING THE SUMMER SEASON, AND

New York and Liverpool

DURING THE WINTER SEASON.

Making close connection at either of the above ports for all points in Canada and the United States to which through tickets are issued.

The Line is composed of the following CLYDE-BUILT IRON STEAMSHIPS, built up to the highest class in every particular:

	TONS.		TONS.
LAKE ONTARIO	5,200	LAKE SUPERIOR	5,200
LAKE HURON	4,100	LAKE WINNIPEG	3,300
LAKE NEPIGON	3,200		

Superior accommodation is provided for passengers on these Steamships, including baths, smoking-rooms, and all the latest improvements to promote their comfort and safety.

An experienced Surgeon is carried by each steamer, and also cabin and steerage stewardesses.

Cabin passengers land and embark at Montreal, avoiding the trouble and annoyance of transfer at Quebec.

✦ Rates of Passage ✦

Saloon Tickets, Montreal to Liverpool . . . \$40, \$50 and \$60
Return " . . . \$80, \$90 and \$110

According to Steamer and Accommodation

Intermediate Tickets, Montreal to Liverpool . . . \$30
Return . . . \$60

✦ Steerage at Lowest Rates. ✦

For freight, Passage or other particulars, apply to, in London, McILWRAITH, McEACHRAN & CO., 5 Fenchurch Street; in Glasgow, to P. Rintoul, Son & Co.; in Queenstown, N. G. Seymour & Co.; in Belfast, to A. A. Watt, 3 Custom House Square, or to

R. W. ROBERTS,
Manager,
21 WATER STREET, LIVERPOOL.

H. E. MURRAY,
General Manager.
CUSTOM HOUSE SQUARE, MONTREAL.



HISTORICAL TABLETS OF MONTREAL.

An enterprise is being carried out at present, which is to provide Montreal with a set of visible reminders of her history and traditions. Mr. W. D. Lighthall, with the assistance of the Antiquarian Society, Roswell Lyman, J. A. U. Beaudry, Gerald Hart, and other well-known friends of antiquarianism in the city, is arranging for the erection of twenty or thirty marble tablets on spots of traditionary interest. The position of Montreal as one of the four or five most historic towns in America makes it somewhat a source of wonder that we possess so few monuments or inscriptions; and it is the hope of these gentlemen to demonstrate what might be done in that direction, and to make a beginning which will, they believe, lead to more expensive monuments being erected. The tablets, which are to be of white marble, are to be numbered, so as to be easily traced in their successive order, and the present intention is to attach "No. 1" to the Custom House, bearing a legend somewhat as follows:

"No. 1.

NEAR THIS SPOT.

ON THE 18TH DAY OF MAY, 1642,

LANDED

THE FOUNDERS OF MONTREAL,

COMMANDED BY

PAUL CHOMEDY, SIEUR DE MAISONNEUVE.

THEIR FIRST PROCEEDING WAS A

RELIGIOUS SERVICE.

DEBIT X. M."

Martin's Patent Telephones,

For
OFFICES,

WAREHOUSES

and
FACTORIES.

The Latest Improved

AND THE ONLY

Perfect System

—OF—

SPEAKING - TUBE

TELEPHONE,

Now in Use.



NO RENTAL
FEES.

NO MISTAKES.

NO DELAYS.



765 Craig Street,
MONTREAL.



Every Instrument Warranted, and Guaranteed to Work Perfectly.



Tablet No. 2 will probably be placed in Custom House Square, the ancient Place d'Armes, and will refer to the well-known story of Maisonneuve's courage in repelling the Iroquois, and also to the burning of several Iroquois prisoners at the stake in the good old days.

No. 3 will probably be at Frothingham and Workman's lane, as their premises stand upon the site of Maisonneuve's house.

This tablet will also state that St. Paul street is named after him.

No. 4 is intended for the site of the old Recollet Church on St. Helen street, and will relate, besides the dates, that the Protestant population worshipped there at one time by the courtesy of the Recollet Fathers.

No. 5 brings us to Dollard Lane, named after Dollard des Ormeaux, and will tell "How Canada was saved" by him in 1663.

No. 6 is for the Seminary of St. Sulpice, whose foundations date from 1659, and whose order were the original Seigneurs of the Island.

No. 7 will be the Church of Notre Dame.

No. 8 the present Place d'Armes, relating something of the historical events of which it has been the scene.

The fortifications and former gates of the city (Quebec and Recollet) will also come in for recollection. Also the site of the old Christ Church Cathedral, on Notre Dame street; the Court House (Jesuit Barracks), near which stood the town pillory until within the memory of old men; the Château de Ramezay, residence of the early French Governors; Château de Vaudreuil (site on Jacques Cartier square); Dalhousie Square (Citadel Hill); the Champ de Mars, with memories of French, British and American armies; the house of Dr. Hingston, Sherbrooke street, being the probable site of the original Indian town (Hochelaga) found by Jacques Cartier in 1535; Dorchester street, corner of Beaver Hall Hill, as being named after Sir Guy Carleton, the great Lord Dorchester, who literally earned, by his energy in 1775 and his Quebec Act, his title of "Founder and Saviour of Canada."—*The Dominion Illustrated*, November 15th.

July 3, 1608.



May 18, 1642.





OUR MONTREAL ADVERTISERS.

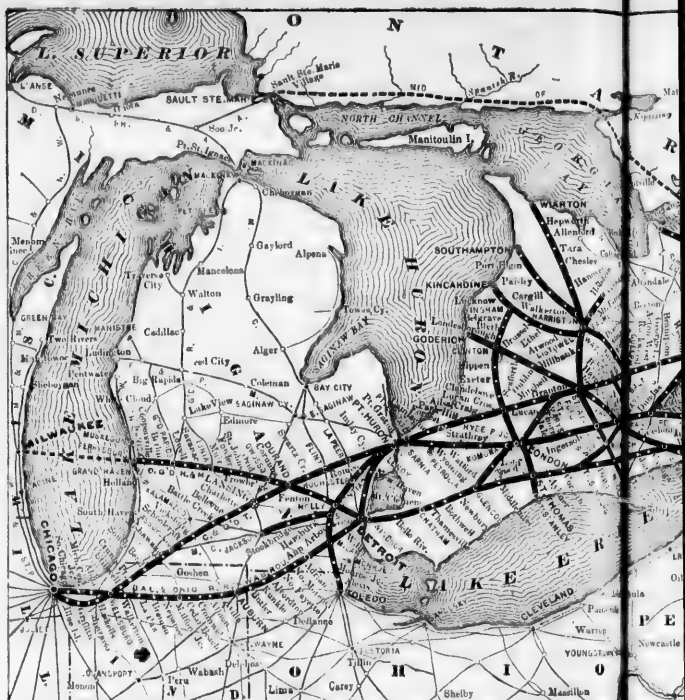
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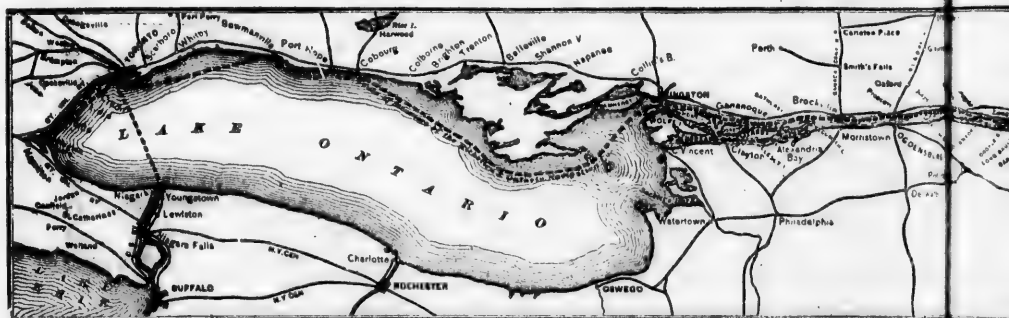
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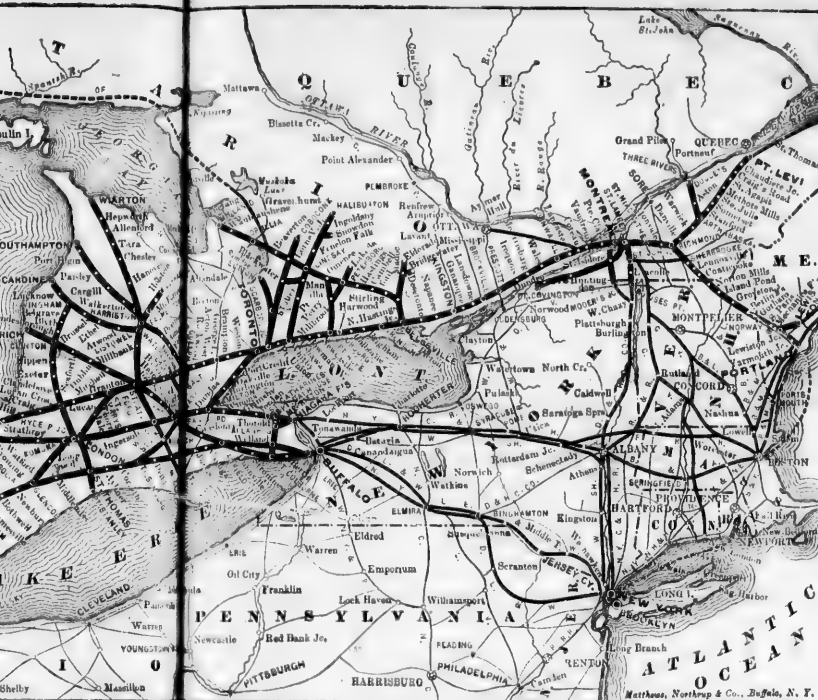
Quebec.....	180	Miles.
Portland.....	278	"
New York.....	406	"
Albany.....	257	"
Troy.....	251	"
Boston.....	332	"
Ottawa.....	116	"
Kingston.....	172	"
Toronto.....	333	"
Hamilton.....	372	"
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Detroit.....	347	"
Chicago.....	831	"
St. Louis.....	1126	"
White Mountains.....	201	"
Saratoga.....	212	"
St. John, N. B.....	439	"
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THE GRAND TRUNK RAILWAY OF CANADA

THE RICHELIEU AND ONTARIO



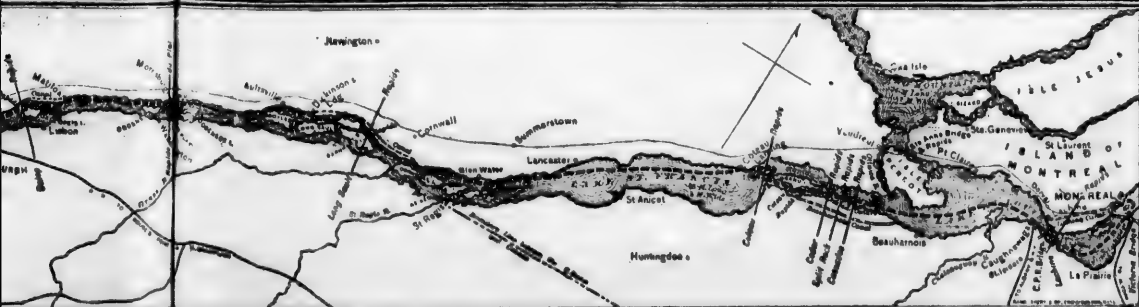
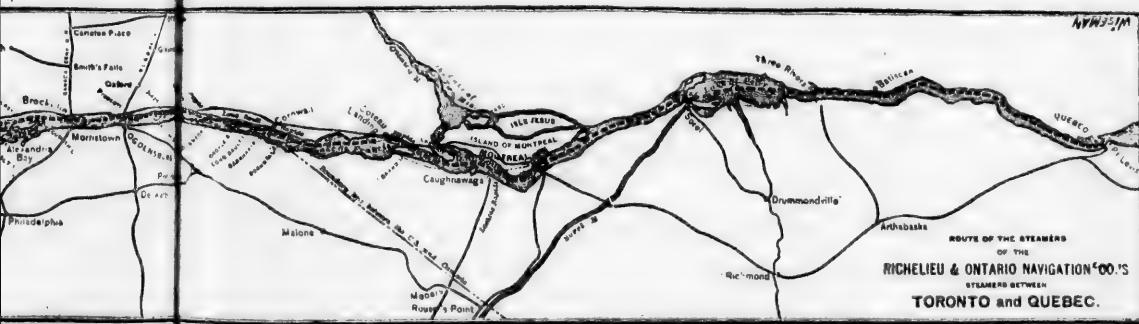


FROM MONTREAL.

Charlottetown, P. E. S.	880	Mile
Winnipeg, Man.	1403	"
Victoria, B. C.	2906	"
Battleford, N. W. T.	1903	"
Bethier	54	"
Three Rivers	92	"
Batis-can	112	"
Lake St. John, Ry. Jn.	166	"
Cornwall	82	"
Prescott	130	"
Brockville	145	"
St. Johns, P. Q.	27	"
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Liverpool, Esq.	2750	"

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CHRONOLOGICAL RETROSPECT

— OF EVENTS —

IN THE EARLY
HISTORY OF MONTREAL.

1492. October 12th, Christopher Columbus first beheld the New World.

1497. June 24th (St. John's Day), Newfoundland discovered by Sebastian Cabot.

1535. May 19th, Jacques-Cartier with the "Great Hermine," the "Little Hermine" and the "Hermerillon" sail from St. Malo, in France, for Canada. August 10th (the Feast of St. Lawrence), Cartier arriving in our Bay named it after that Saint. August 16th, he reached Stadacona (now Quebec). October 2nd, Cartier landed with his followers a little below the Huron Indian City "Hochelaga."

1548. François de la Rocque, Lord of Roberval, surveys the Saguenay River.

1608. July 3rd, Champlain laid the foundation of Quebec.

1609. Early in the Spring, Champlain ascended the River St. Lawrence, and allying himself with the Huron and Algonquin Indians he accompanied them up the Richelieu, and defeated and routed their enemies, the Iroquois ("the Five Nations," viz., Onondagas, Cayugas, Senecas, Mohawks, and Oneidas), on the shores of Lake George.

1611. Under the vice-royalty of the Count de Soissons, Champlain returns from France and establishes a fur trading post at Hochelaga.

1612. Champlain induces four Recollets to accompany him to this country to care for the spiritual wants of the new Trading Colony. On the death of the Count de Soissons the Prince de Condé succeeded to the vice-royalty, who continued Champlain as lieutenant.

1620. The Duke de Montmorenci, Lord High Admiral of France, purchased the vice-royalty from the Prince de Condé for the sum of eleven thousand crowns, continuing Champlain as governor.



... **MAP** ...
OF
MONTREAL AND VICINITY

The best and most comprehensive Map of the Commercial Capital of Canada is that prepared by

CHAS. E. GOAD, Civil Engineer,

*Temple Building, 185 St. James St., MONTREAL.
Quebec Bank Chambers, 2 Toronto St., TORONTO.
53 New Broad Street, E. C. LONDON, ENGLAND.*

It covers an area of over 26 square miles, extending from Cote St. Paul to Maisonneuve, and from St. Helen's Island to beyond the cemeteries.

It shows all existing and projected streets, public buildings, churches, etc., street car tracks and routes of the various steamship lines.

The area of each Ward or Municipality is plainly shown by distinctive colors.

An Index is appended by which any street or public building can be found in a moment by a reference to squares.

The Map is prepared to a scale of 1000 feet to one inch and also to a scale of 500 feet to one inch.

In various styles and sizes for hanging on wall, for bookcase or for pocket.

Prices from 50cts. to \$5.00.

ATLAS.

**PLATES 28 x 29 in. showing all Buildings,
Street Nos., Cadastral and subdivision
Nos. and Homologated Street lines.**

VOL. I. 44 PLATES.

Within old city limits only.

Revised to June, 1890.

VOL. II. 42 PLATES.

Showing St. Gabriel, Hochelaga, and St. Jean-Baptiste wards, with St. Henri, Ste. Cunegonde, Cote St. Antoine, Cote St. Louis, St. Louis du Mile End, and parts of Cote St. Paul, Cote St. Pierre, Cote la Visitation, and Maisonneuve.

Prices and Styles of Binding on application.





1621. Montmorenci deprived the "Merchants Association" of their charter, and transferred all their Colonial trade to the Sieurs de Caen.

1623. The DeCaens and the old "Merchants Company" formed a union.

1628. War broke out between France and England, and King Charles I of England gave a commission to Sir David Kirk to conquer Canada. Kirk summoned Quebec to surrender, but Champlain refused, and he retired.

1629. Louis and Thomas Kirk, brothers of Sir David, appeared with three ships before Quebec and again demanded its surrender. Champlain, finding his regular supplies, ammunition and provisions wellnigh exhausted, surrendered, upon honorable conditions, Quebec and all Canada into the hands of the British, and then returned to France. The whole of the French settlements at this time were small. The Fort at Quebec was surrounded by a few small houses, and the whole population did not exceed one hundred persons, while at Montreal there were only three or four small log houses.

1633. By the Treaty of St. Germain (1632) Canada was restored to France, and the company became repossessed of its rights. Champlain was re-appointed governor, and brought out with him a number of respectable Colonists.

1635. On December 25th, the Colony suffered a severe loss in the death of Champlain. His remains were interred in the settlement he had founded, and his name stands in the annals of Canada as the man who gave success and permanence to French colonization. M. de Montmagny succeeded him as governor.

1640. The peopling and fortifying of the Island of Montreal, with a view of repressing the incursions of the Iroquois and for the conversion of the Indians, had occupied the entire attention of the first missionaries, and the whole of this domain was ceded to a company for that purpose. Many very wealthy ladies in France contributed to the expense of the undertaking, and also became members of the "Association of Montreal," which had now increased to about forty-five persons. Paul de Chomedey, Sieur de Maisonneuve, a

WM. F. SMARDON,
2337 and 2339 St. Catherine St.,
MONTREAL.



FINE
Boots and Shoes.

NOTE THE ADDRESS,
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Artistic Photographers,
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SPECIAL INDUCEMENTS TO STUDENTS.
Cabinets best finish \$3.00 per doz.

Our Studio is most convenient, and we guarantee
every satisfaction.

117 & 119 MANSFIELD ST.

Second door above St. Catherine St.

Bell Telephone 4620.



devout Christian, an able statesman and a valiant soldier, was secured to take command of the expedition, and act as governor of the newly acquired Isle.

1641. In February the associates, with Olier at their head, assembled in the Church of Notre Dame at Paris, and before the altar of the Virgin solemnly consecrated Montreal to the Holy Family, and to be called "*Ville-Marie de Montréal*."

1642. On the 8th of May Maisonneuve embarked from St. Michel, near Quebec, where he had wintered, and on the 17th May his little flotilla appeared, a flat-bottomed craft moved by sails and two row boats approached Montreal, and all on board raised in unison a hymn of praise.

1643. In January Maisonneuve set his men to clear a road up the mountain. When this was completed they formed a procession headed by one of the Jesuits, and followed by Maisonneuve, "bearing a cross so heavy that he could scarcely ascend the mountain," and which he placed there.

1662. February 5th, commenced a most violent earthquake which continued from February to August. It extended throughout the whole of New France, from Gaspé at the mouth of the St. Lawrence to beyond Montreal, also in New England, Acadia, and other places more remote; but although the whole face of this country was convulsed, there was not a single life lost.

1663. Canada was changed into a royal government, and a council of State was nominated to co-operate with the Government in the administration of affairs. This council consisted of the Governor, the Bishop of Quebec, and the Intendent, and four others to be named by them, one of whom was to act as attorney general and another as clerk.

1664. May 28th, Canada was again separated from the French Crown and placed under the "West India Company."

1675. The Crown again resumed the government of Canada, and the charter of the Company was revoked.

1689. During the night of August 5th, 1,400 Iroquois Indians traversed Lake St. Louis, and arriving at Lachine massacred all the inhabitants, burnt the houses and laid the whole place waste. Chevalier de Callieres, governor of Montreal, convinced that the only way to secure peace was by



Canada Steam Laundry

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DYE WORKS,

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DYERS AND SCOURERS,

1494 St. Catherine Street, MONTREAL

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humbling the "Five Nations," and even of their allies the English, at New York, as well. DeNonville was recalled, and the Government of Canada was entrusted for the second time to the experienced hands of Count de Frontenac, who landed at Quebec on the 18th October, amidst the heartiest demonstrations of joy.

1690. In August General Winthrop marched on Montreal, while a fleet of vessels under Sir William Phipps was to proceed to capture Quebec; but failure of supplies compelled Winthrop to retreat with his army, and Frontenac was enabled to throw all his force into Quebec for its defence. The Fleet reached that city on the 5th October, and demanded its surrender in the name of King William. Phipps was answered by Frontenac, "I do not acknowledge King William, and I will answer your summons by the mouth of my cannon." An attack was made, but the English were defeated and retired in great confusion.

1691. A large body of Iroquois assisted by the English advanced along the Richelieu to attack Montreal, but they were repulsed by De Callières.

1693. Frontenac gathered an army at Montreal for the purpose of marching into the country of the Mohawks, and punishing them. Major Schuyler of Albany started with 500 men to aid the Mohawks, and compelled Frontenac to retreat to Montreal, where he arrived on the 17th March after suffering much from fatigue and hunger.

1696. In July Frontenac started from Montreal with about 1,500 men, to annihilate at one blow their troublesome neighbors the "Five Nations"; the Indians, however, eluded the main body of his army, and cut off two detachments with great loss to the French.

1698. Frontenac died, and De Callieres was appointed governor, his place as governor of Montreal being filled by the Marquis de Vaudreuil.

1700. A Treaty of Peace completed at Montreal between the deputies of the Five Nations and the French.

1703. Death of De Callieres, and succession of Marquis de Vaudreuil as governor.



1708. On July 26th, Vaudreuil sent an expedition to attack the English in the New England settlements, but the Indian portion deserted and so reduced the number that no advantage could be made by the French. They, however, attacked a small village, and acted with such great cruelty towards the unfortunate inhabitants, that the people of New England called loudly for the capture of Canada as the only means of safety from similar outrages. Colonel Vetch was commissioned by Queen Anne to attempt the capture of Montreal and Quebec, and immediately on his arrival at New York he commenced preparations for invading Canada, by way of the Richelieu. But Vaudreuil, receiving intelligence of the danger, ordered de Ramesay, governor of Montreal, to proceed with a strong detachment to Lake Champlain. He left on the 28th July, 1709. The French scouts brought the intelligence that the enemy, 5,000 strong, were on the march. The Indians refused to advance further, and the army retreated to Montreal. The alarm of the French was soon quieted by the news that the English army had retired, and the expected fleet had not been sent to Canada, but had been ordered on other service.

1710. Montreal was again in danger. Britain had not yet abandoned the idea of humbling the French power in America, and another plan was laid to capture Canada. A fleet was to attack Quebec, whilst General Nicholson with 4,000 Provincial Troops and 600 Indians prepared to move upon Montreal. The naval expedition failed through the cowardice of its commanders, thus compelling Nicholson to retreat.

1713. By the Treaty of Utrecht, Acadia, Newfoundland and Hudson Bay Territory was ceded to England; Canada, however, being retained by France. After this Treaty Canada enjoyed a long period of tranquillity, in which her resources were greatly developed.

1725. October 10th, Monsieur de Vaudreuil died, and was succeeded by Marquis de Beauharnois. During his administration an Annual Fair was established at Montreal, to be held in the month of June, to which the Indians came from long distances to dispose of their stock of furs. This Fair was opened with religious ceremonies of the most imposing character.



1747. The Baron de Longueuil appointed governor of Montreal and Beauharnois, succeeded by the Marquis de Galissonière as governor.

1752. During Duquesne's administration, extensive preparations were made by the British with the object of securing the conquest of Canada. For the purpose of protecting Montreal, the French troops were cantoned for the winter near the city.

1755. The Marquis Duquesne was recalled and replaced by Marquis de Vaudreuil-Cavagnal. De Vaudreuil did not commence his duties under very favorable circumstances, and it was during his administration that those events took place which led to the carrying out of the preparation for finally destroying the power of France in America. The English determined to conquer Canada by simultaneously attacking Quebec, Fort Niagara, and the Forts at Ticonderoga and Crown Point. To the army under Wolfe and the fleet under Saunders was assigned the attack on Quebec. To General Amherst, the commander-in-chief in America, the reduction of the Forts at Crown Point and Ticonderoga, and that of Niagara to General Prideaux, but which afterwards devolved on Sir William Johnson.

1759. In June the English fleet sailed up the St. Lawrence and appeared before Quebec. The result of that expedition belongs to the history of Nations, and does not form part of the annals of a city.

When Quebec capitulated, the governor was at Montreal, where he determined to make his last stand against the British. For this purpose he placed his troops in the best possible position, and endeavored to sustain their drooping courage. But all was of no avail. Finding himself invested by the united forces of three British generals, amounting to more than 16,000 men, he found resistance useless, and on the 8th September, 1760, Montreal and all the French fortresses in Canada were surrendered to Great Britain.

The articles under which Montreal surrendered were highly honorable to de Vaudreuil, who exacted to the utmost what he could possibly expect to obtain for the people he had previously commanded.

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At the time of its surrender Montreal contained about 3,000 inhabitants. "It was of an oblong form, surrounded by a wall flanked with eleven redoubts, which served instead of bastions. The outer ditch was about eight feet deep, but dry. It had also a fort or citadel, the batteries of which commanded the streets of the town from one end to the other. The town itself was divided into two parts,—the upper and the lower, in which last the merchants and men of business resided. There also was the place of arms, the royal magazine and the nunnery hospital. The upper part contained the principal buildings, such as the Governor's Palace, the houses of the Officers of the place, the Convent of the Recollets, the Jesuits Church, the Free School, and the Parish Church."



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ANGLO-HINDOOSTANEE.

I know it is easy to play, or pun, upon languages we are conversant with, as the riddle, for example: Why is an egg as good as a feast? Because it's un œuf (enough); but Anglicizing and "playing" on Anglo-Hindoostanee is my present theme. My first example is from the dining table of Bishop Wilson, of Calcutta. At dessert there was a dish of mangoes and one of raisins (kishmish), and amango rolling off to its neighbor, the bishop said: "How naturally man goes to kiss miss!" In the drawing-room, his sister, Miss Wilson, asked a conundrum, which, though locally Hindu, was broad Saxon in speech: "Why is the Athanasian creed like a tiger? Because of its damnation clause!" In Hindoostanee, rye is mustard, and do is give, and the 'Griff (new arrival) is told to sing "Fol de rol de ri do," and the Khitmaghur quickly gives his sahib the mustard. Doom is Hindoo for tail, and lizards drop (or shed!) their tails when running away, frightened. An officer, calling upon friends at a bungalow, in his cantonment, saw one on the wall, and, striking thereat, it quickly ran off, but minus its tail, when the officer said: "There it goes, regardless of its doom!" I joined my friend, Barlas, one evening in taking a ticca-gharree (a hired coach), and we explained to our dusky gharreewun that we would pay at the end of our destination, so Barlas said: "This is Garry Owen." This same happy friend went to Rangoon to take up the work of an invalided clerk, and wrote me: "I am now taking his duties, and hope soon to be in his jhuties (shoes)." I have heard the riddle: "What is the difference between the Irishman and the Indian coolie? Because, in India the ryot makes the paddy (rice), but in Ireland the Paddy makes the riot." Soon after I came to Montreal, one Sunday evening I stood (with my family) near McGill College Grounds, struck by a familiar name on a mansion gate, and a man passing by (with his family) said: "Can you please tell me what that name is, sir?" I replied: "As it happens, I can, but I imagine you might stay here a long time before you could get anyone else to do so. It is 'Dilkoosha,' a name Indian princes and nobles often call their garden palaces. It means the 'heart's delight.'" Such examples are endless, but I have detained you long enough; and having brought you from Calcutta to the very gates of Montreal's great college, reader (gentle or otherwise), I will wish you Adieu!

MONTREAL.

JOHN PARRATT.

"The Dominion Illustrated," Feb. 2nd, 1889.

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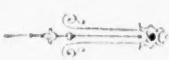
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